of the Government of India.

Issued by the Intelligence Branch, Q. M. G.'s Department.

No. 2

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REPORT ON KAGHAN AND ADJOINING INDEPENDENT TERRITORY, INCLUDING ALLAI, KOHISTAN AND SHINAKA (DARDISTAN).

COMPILED IN THE INTELLIGENCE BRANCH, QUARTER MASTER GENERAL'S OFFICE,

BY

LIEUTENANT-COLONEL A. H. MASON, D.S.O.,
DEPUTY ASSISTANT QUARTER MASTER GENERAL.

SIMLA:
PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE.
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PREFACE.

A MOVABLE column having been ordered to assemble at Abbottabad the following report on the Kaghan valley and the independent territory adjoining it has been compiled in anticipation of the column being required to take the field.

INTELLIGENCE BRANCH; A. H. M.
Simla, 1st April 1895. G. H. M-M.

I. B. Diary No. $\frac{\text{19 of 1895}}{\text{North-West Frontier}}$.

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MAP IN POCKET.

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CHAPTER I.

KAGHAN.

Kaghan is a mountain valley forming the northernmost part of the Hazara district. It commences a short distance from the Swati town of Balakot, at a point about 50 miles due north from Murree; and runs in a north-easterly direction for more than 60 miles. Its breadth is generally about 20 miles. Its area is estimated to be 800 square miles, or about one-third of the whole Hazara district. It is bounded on the south by Thana Balakot, district Hazara; east, by Kashmir territory; north, by Chilas; and on the west, by independent territory (Kohistan and Allai). In its physical features it consists of the inner slopes of two parallel mountain ranges, clad with perpetual snow and ranging in height from 12,000 feet at the south entrance of the valley to 15,000 feet at its northernmost head. The drainage of these ranges forms the river Kunhar or Nainsukh, a wild, foaming snow-torrent, which joins the Kishan Ganga 30 miles south of the Kaghan glen, and the Jhelum river further down. In the northern half of the glen no cultivation is possible. In the southern half the lower part of the mountain sides near the banks of the Kunhar are cultivated. The chief crop is Indian-corn, sown in March and reaped in October. But the cultivation is sparse, only aggregating 2½ per cent. of the total area of the glen, and is of little value.

The upper slopes of the mountains on each side of the Kunhar in the southern half of the glen, as well as the mountain slopes of the northern half, are very valuable for pasture; and large numbers of sheep and buffaloes, as well as some small horses, are annually driven there to graze in the summer months. The greater part of the valley is beyond the influence of the autumnal rains, which fall so heavily on the outer Himalayas; but snow falls deeply throughout the valley in the winter months, and it is owing to the late period in summer at which this melts on the northern part of the valley that that portion is not cultivated.

The population is said to be 22,000; but in the winter months (November to April) the upper part of the valley is entirely uninhabited. The population consists of Saiads and Gujars. The Gujars are a quiet, inoffensive race, and are the cultivators and headmen of the valley. The Saiads are the proprietors. They are not warlike,

and their character is indifferent. They are much involved in debt,—lazy, inclined to intrigue, and on bad terms with each other. At the same time they have great influence in the valley.; and whatever is done in so remote and wild a tract must be done through them, or not at all. There are no police stations in the valley.

The hillsides in parts are clothed with small deodar forests ; and inferior pines and other trees grow in large numbers. Large quantities of *ghi* are annually exported from the valley ; the demand for this article being so great that the traders of Hazara and Rawal Pindi themselves seek out the Gujars in the glen.

The scenery of Kaghan is picturesque in the extreme. There are three small lakes at the head of the valley :—Saiful-maluk Sar, about half a mile long by 500 yards broad, 10,718 feet above the sea-level ; Lulu Sar, an irregular crescent-shaped lake, 11,166 feet above the sea-level, of which the total length is about a mile and-a-half with an average breadth of 300 yards ; Dudibat Sar, a circular lake about half a mile in diameter, the height of which above sea-level is not on record, but is probably greater than either of the preceding. The grand mountains which surround these lakes, the deep blue of their waters, and the impressive solitude of the locality, form worthy attractions for lovers of beautiful scenery. But other value they have none : their waters are too cold for fish to live in them, and the shepherds of Kaghan have no occasion to put boats on them.

The Kunhar river, as mentioned above, drains the Kaghan valley. From its source at the head of the Kaghan glen to its junction with the Jhelum at Pattan it is about 100 miles long. Its bed is narrow, rocky and as far as Balakot tortuous. Up to this point its torrent is so fierce that nothing can live in it. At Balakot, Bela, Jared, Kaghan and a few other places there are light wooden bridges by which the Kunhar stream is crossed. Rope suspension bridges (the local name for which is *kaddal*) are also used. They are made of the twigs of witch hazel called *pishor* in Kaghan. The construction of these bridges is very simple, and they are easily made by the *zamindars*. They ordinarily last a year.

The description of the road from Abbottabad to Chilas and Bunji *viâ* Balakot and the Babusar pass will be found at the end of this report (see Route No. I).

The above account of the Kaghan valley may be supplemented by the following extracts from a report furnished by Lieutenant-Colonel J. B. Hutchinson, who was on special duty in Kaghan during the summer of 1893. The report is dated the 14th November 1893 :—

" The Kaghan valley may be described as the valley of the Kunhar river from Balakot to the ridge of hills which divides the most northerly boundary of British India from Kohistan and Chilas.

" This wedge of the Hazara district is shown on the map as about 70 miles in length and 20 in width. On the west the valley is separated from the Allai and Kohistani territories by a range of mountains from 15,000 to 17,000 feet, and a similar range separates it from Kashmir on the east. The river Kunhar takes its rise in the Lulu Sar lake and runs down the centre of the valley, winding round the spurs of the hills which run down from the watershed on either side. The road for the most part follows the tortuous course of the

river: sometimes it is quite close to the water edge, and sometimes passes over the lower parts of the spurs so as to avoid precipitous cliffs. The river, which is unfordable throughout its course during the summer months, is fed by numerous streams from both sides.

"The following is a list of the villages through the boundaries of which the road passes:—

No.	Names of villages.	Proprietors.
1	Sangar	Madh Khel.
2	Ghanul	Shamangi and Buragi.
3	Kuwai	Saiads.
4	Paras	Do.
5	Bhunja	Swatis.
6	Jared	Do.
7	Manur	Do.
8	Phagal	Saiads and Swatis.
9	Kaghan	Saiads.

" Most of these villages have outlying hamlets, sometimes situated a long distance off. All the hamlets above Kaghan belong to that village.

"Burawai, which is shown by Captain Beley to be 9,340 feet above the level of the sea, is the highest point in the valley which is inhabited all the year round. At this place there is a little cultivation, but barley is the only crop grown there. The valley is thickly wooded throughout up to Burawai; above that place the trees are few and far between, but there is an ample supply for all purposes up to Basal. Firewood is to be found lying about on all the slopes of the hills and in the streams which fall into the river. From Basal the road runs round the Lulu Sar lake and along the Gittidas stream up to the top of the valley. From Basal to the pass there are no trees, but fuel may be obtained from the stunted juniper which grows on the hills there, and from a kind of root which is found throughout the area known as Gittidas. These roots look like tufts of decayed grass roots. The natives informed me that they make excellent fuel, but we had no occasion to use them.

"Rice, wheat and Indian-corn are the principal crops of the lower and central parts of the valley, and barley is grown at Bhatta Kundi and Burawai. But the amount of the cultivation is small: the steep hill-sides and rocky nature of the soil do not admit of much. As a general rule, therefore, the grain produce of the valley is hardly more than is required for the inhabitants, though at a pinch a few hundred maunds of Indian-corn might be obtained. There are water-mills at every place, and the water power is of course unlimited throughout the valley.

"The cultivation, such as there is, apparently is done by tenants, principally Gujars, who, though sturdy, are ignorant and dirty. These Gujars as a general rule after sowing time take their flocks in May to the higher hills for grazing, and return in September and October to gather in the crops.

"The supply of grass throughout the valley is plentiful. There is enough at all places for a considerable body of troops, but labour is scarce and must be imported to cut and stack the grass at the proper season, if it is required. The commissariat department had some difficulty in obtaining the large quantity required for the transport taking supplies to Chilas, but this difficulty arose from the following causes:—

(1) No attempt was made to cut and stack it till the proper season had passed.
(2) Contradictory orders, which were at first issued.
(3) Ignorance of the country.
(4) Appointment of grass contractors who were not only ignorant of the country, but who considered the main object of their existence was to cheat both Government and the people.
(5) Deficiency of labour.

"Owing to this last cause it was necessary to buy grass or hay from the winter stocks of the Gujars at enormous prices.

"The Gujars, though they store a large quantity of hay every autumn for winter use, are utterly ignorant of the proper way to dry it, and the consequence is that much of their stock is always ruined by mildew.

"If troops ever come up by this route again an officer ought to be appointed to each halting place to superintend the making and stacking of the hay, and he should be supplied with sufficient labour for the work: sufficient labour is not obtainable in the valley.

"There are several forest reserves in the valley. There are no reserves above Narang, but from that place up to Burawai the whole hill-sides are covered with excellent grass every year, and at Basal and in the portion of the valley above Lulu Sar lake the supply is practically unlimited.

"When I went up the valley in June last, I noticed the remains of avalanches in several places, especially in ravines, but apparently they are not worse here than in all other valleys of the higher Himalayas which I have visited.

"During the monsoon the rainfall above Kaghan is very much less than in the lower parts of the valley; in fact, above Narang there is very little rain. But little is known of the snowfall in the upper part of the valley during the winter months; undoubtedly the fall above Narang is considerably less than it is in the hills below that place. The reports of the natives cannot be trusted, and if I am not trespassing beyond my province, I would suggest that some officer who has been up the valley this year and knows the road should be deputed to go up during January and February to report on the snowfall and the effect of the avalanches. From a military point of view it is important that the state of the road in winter should be known. As far as I can see at present, there is no reason why the road should not be kept open, for

foot traffic at least, the whole year round. This information, too, would be valuable for the postal and telegraph departments.

"The Pioneers left Abbottabad on the 2nd of May, and, under the instructions of Government, I joined them the same day at Mansehra. The instructions given to the Pioneers were vague in the extreme. At first it was understood that they were to push on as rapidly as possible. This they accordingly did, and not much work was done up to Kuwai, beyond knocking off some difficult corners of rock. From Kuwai it was impossible to proceed rapidly, and it was not till the 15th July that the regiment arrived at Kaghan. Orders were received about that time that the Pioneers were to work on the road up to the end of the valley and to winter across the pass. At the same time I received orders to remain with the regiment on special duty. The Pioneers were also ordered 'to improve the existing track.' The existing track had never been properly aligned; it had originally been made for country mule traffic only, and steep gradients were evidently considered preferable to the hard work of blasting out a road along cliffs. A great deal was done by the Pioneers to improve matters up to Jared, but beyond that the existing track was strictly adhered to, where possible.

"On the 18th July the head-quarters of the regiment arrived at Andhaira Bela, half-way between Kaghan and Narang. Three days' rain at that place, and much heavier rain on the high hills, then caused the floods which washed away all the bridges, cut off communication with Balakot, and caused considerable damage to the road which had been made. We were detained at Andhaira Bela till 10th August, and during the time of our detention the Pioneers rebuilt the Kaghan and Rajwal bridges. After that some good work was executed on the cliffs just above Narang, but from that place all that was done was to make a road sufficiently good for the transport of the regiment to get along.

"On the 7th September the Pioneers arrived at Basal, and on the same date the Sappers and Miners under Captain Aylmer, V.C., two guns of the Kohat Mountain Battery under Mr. Money, and the 5th Gurkhas under the command of Captain Barrett joined us.

"Some three weeks were spent in making a road round the lake and to the top of the pass, and on 30th September the Pioneers went over to the Chilas side.

"From the middle of September to the present time the Sappers and Miners have been engaged on the worst parts of the road between Basal and Balakot, and the effect of this work has been marked.

"The work done by the Pioneers has been much criticised, but taking into consideration the state of the road as it was when work was commenced, the fact that it had never been properly aligned, and that during the later months the regiment was ordered to "push on" to Chilas, there is no doubt that the work throughout was good. At the same time some criticism is fair, and there are two points which may be specially noticed. The first point is a small one, but there is no doubt that the stability of a hill road much depends on it. When the road ran along a hill-side, it was invariably made to slope inwards, but in no single instance that I can remember was any cross-drainage provided except when small streams crossed it. The consequence necessarily was that the first heavy rain caused considerable damage, and in many places the road was entirely washed away.

"The next point is that in several places small diversions carefully laid out would have much improved the gradients, and would not have given extra labour.

"From Sahoch to Basal the Pioneers adhered far too strictly to 'the existing track,' with the result that the heavy traffic which followed them was in many places forced to leave the road, and if the two companies of the Sappers and Miners had not been sent back at once to set matters straight, the convoys with supplies for Chilas would never have been able to get up to Basal. I am of opinion that, if the road is to be still further improved, an engineer officer should lay out a proper line where the gradients of the present road are excessive, and that he should see that sufficient cross-drainage is provided.

"Wire bridges also are required at several places across side-streams and the river. These can be easily erected at a small cost well above flood-level. Throughout the road there is no place where there would be any difficulty in erecting such bridges. Where-ever possible, too, the road should be taken along the sunny slopes of the hills. This is specially necessary from Narang upwards. The experience of the last few weeks, since snow fell, has shown how important this is. It is not always possible to carry the road on the sunny side of the river, but much more might be done in that way than has been done. In no place should it be left for travellers to ford the river, because in the summer months the fords are too deep, and in the winter months the cold is so great that there is great danger of frost bite.

"Throughout my stay in the valley a post office has been kept up with my camp, and, except for two weeks after the floods had severed communication, the runners worked excellently. Letters for Chilas were frequently sent this way and were forwarded by me. When the 23rd Pioneers went over the pass a post office went with them, and from that date till we left Basal the utmost regularity was observed in the running. It was hoped that Government would sanction the institution of a regular line by this route, but a contrary decision was arrived at, and orders were received that when the Gurkhas left Basal on return to Abbottabad the post offices at Chilas and Kaghan were to be withdrawn. I am informed that Colonel Bruce has earnestly asked Government to continue the line, and, pending a reply to his request, the postmaster has been detained at Chilas.

"We could not wait for him at Basal pending the decision, and so were obliged to leave him behind. I am personally of opinion that a line could be easily maintained throughout the year by this route. Block houses, well supplied with fuel, have been built at every four or five miles from Basal to Babusar village, which is five miles below the pass on the Chilas side. When snow is actually falling runners could not go over the pass, but if fine days were selected and two or three men went together they could manage it much more easily than by the Kashmir route. The time taken, too, for correspondence from India to Chilas would be much shorter by this route. But it is a false argument to urge that the Kashmir route might be closed. That would be impossible, as it is required for all correspondence between the Kashmir *Darbar* and the Kashmir officials in Gilgit, and also for all official correspondence between the Resident and the British Agent during the summer months.

"A telegraph could be laid along this route with the greatest facility. From Kuwai to Basal there are any number of trees which would make good posts all along the road.

"From the first it was anticipated that some trouble might be given by the Kaghan Saiads, and it was feared that they might, secretly at least, encourage the Kohistanis to oppose the construction of the road up the valley. These Saiads have always been practically the rulers of the valley from Natui Khatha upwards. Their orders have always been implicitly obeyed by the inhabitants. There is no doubt that the opening out of the valley by a good road will reduce their power. It will also give them considerable worry and trouble, especially in the demand on their resources for supplies, etc. But I think they have understood that the worry and other disadvantages will be more than compensated for by gains in other ways, and especially that with a good and safe road trade will flourish and the inflow of money will be considerable.

"Openly at least they have never given any serious trouble. On the contrary, they have rendered good service, especially when serious difficulties arose. When the floods carried away all our communications, they rendered every assistance, and when a landslip overwhelmed the camp of a convoy, all who were anywhere near turned out with their servants and rescued all the drivers and mules that they could. By nature and education they are tyrannical and grasping. They treat their servants very badly at times and extort all they can from them, but at the same time they are a fine, brave race. Everything that was possible has been done to make our advent pleasant to them. They have been well rewarded for all services rendered, and they have been paid for all supplies which have been taken. The conduct of all the troops while in the valley has been excellent, and the Saiads have, I think, learnt that they have nothing to fear from them. I am satisfied that they will always prove themselves to be loyal. In dealing with them, however, it will be necessary always to be careful to maintain their "izzat," which they value as much as their lives. The main difficulty of working with them lies in their desire to keep up the idea of their being responsible to supply labour and articles according to specified shares. If ten coolies are required one Saiad will supply two and say that his branch of the family is not responsible for more! This hinders work. The idea has been ridiculously exemplified by the care that they have taken to always arrange that each branch of the family should have a representative with my camp. There are four branches, and consequently four men, one from each, insisted on remaining with me. Each man was jealous of the others.

"On return down the valley I held a *darbar* at Kaghan. Under the authority of Government all Khalsa revenue for this year was remitted and cash rewards were given for services rendered. In apportioning the rewards I endeavoured as far as possible to keep the family traditions in view; but at the same time I explained to them that the rewards were in each case given for the services of the men themselves. Nothing was given to any one who had not rendered himself conspicuous in giving assistance. Ghulam Haidar Shah of Kuwai, a Saiad descended from the same ancestor as the Kaghani Saiads, and

the Lambardars of Bhunja, Manur and Jared have also throughout our stay in the valley rendered good service by bringing in supplies and assisting in repairs to the road when damaged by rain. I have given them small rewards and certificates.

"When we first came into the Kaghan valley the Kohistanis were in disgrace for two raids committed by them in 1889 and 1891, and were not allowed to come into British territory. The Saiads, at my request, sent messengers to the Palas and Jalkot headmen and induced them to send in their *jirgas*, with the result that both the cases were duly settled, and with the sanction of Government the road was again open to them. During the present season they have committed two raids. In the first they carried off about 700 sheep and goats. This was in revenge for a raid made by a man named Chishti, himself a Kohistani, who had taken refuge in Kashmir. Chishti was seized and is now in the Abbottabad jail, and the animals raided by the Kohistanis were recovered within three days. On another occasion a flock of 300 sheep and goats were carried off; 220 of these have been recovered, and the case will probably soon be settled. I have now discovered that this raid was also committed in retaliation for a theft of sheep and goats by a Gujar (Nur Muhammad), a resident of Kaghan. I trust I may be able to settle this case, too, before I leave the valley. If not, I will hand it over to Mr. Cunningham, the Deputy Commissioner of Hazara.

"There have been several reports during my stay in the valley that the Kohistanis would attack us, and there is no doubt that on more than one occasion they have collected in considerable numbers on the frontier, but I have never believed they would make any attack on us in British territory, and this has proved correct. Probably they only collected in order to fight if we attempted to enter their territory. Evidently all along they did not trust us, and thought our object in coming up the valley was to punish them for the part they took in the attack on Chilas in March last, although I frequently informed them personally and by letter that we should not interfere with tnem so long as they did not interfere with us.

"Although the Kohistanis have never made any attack on us, there is every reason to believe that they are not satisfied with the present state of affairs. They resent our occupation of Chilas, and if they can induce others to join them, I believe they will make another attack on that place. All these tribes, however, labour under the difficulty of want of cohesion. Every village is, as it were, a separate republic. Jalkot and Palas, the principal places in Kohistan, are in different valleys and admit no common authority. They are as separate from each other as they are from the people of Darel, Harban and Tangir. In this consists our safety. There is much difficulty in combining to attack, and till all combine no attack will be made, for the Kohistanis alone could do nothing. Any such combination must become known to the authorities at Chilas, and therefore no surprise could be effected.

"The Kaghan Saiads have considerable influence over all the villages round about Chilas as well as in Kohistan. This arises from the fact that Ghazi Baba, the Saiads' ancestor, is said to have converted the tribes to the Muhammadan religion. By their influence the village

of Thur was induced to send in a *jirga* to me, and I sent them on to Captain Powell in Chilas.

"The Kohistanis were much averse to the Thur people coming in, and on one occasion opposed the *jirga* and prevented them passing through Kohistan to my camp. The *jirga*, however, came by another route, and I have been informed by Captain Powell that his interview with them was satisfactory.

"At the end of July or beginning of August it was decided that 20,000 maunds of supplies should be sent by this route to Chilas. The undertaking was a large one, especially considering the state of the road from Rajwal downwards after the rains. The amount to be taken across was afterwards reduced to 11,000 maunds, and it was decided to deliver it only as far as Babusar village, 4 miles down the Thak valley on the Chilas side of the pass.* Even this was a large order and meant in addition the carriage of certainly 20,000 maunds more for food on the line for animals and men. At first it was thought possible to carry out the work through a contractor. This, however, proved a failure, and finally Government transport and hired mules were used.

* 20 miles short of Chilas.

"The work was completed by the 5th November, and the whole of the supplies (except 1,400 maunds which were left at Babusar) were delivered at Singal, which is about 12 miles from Chilas. I have no doubt that if a proper road from the pass to Chilas had been constructed, the whole of the supplies could have been put into Chilas, provided fodder for the mules on the Chilas side of the pass had been procurable.

"The mules engaged on the transport returned to Basal on the 7th November, and on the 8th we all commenced our march down the valley and arrived at Balakot on the 14th instant.

"Before we left Basal great cold had set in. There had been two large falls of snow and some smaller ones. Altogether about 2 feet fell before we left. The effect of the snow on the road, especially round the Lulu Sar lake and on the north slope of the pass, was serious. It melted in the day and froze at night, with the result that the road was covered with a solid coating of ice. Working parties from the Gurkhas did what they could to improve matters by cutting steps on all the steeper gradients, but nevertheless several mules were lost.

"On our way down the valley there were no accidents.

"With reference to the supply of stores for Chilas and Gilgit, I would suggest that in future no *atta* should be sent. It would be far better to send wheat, which is not so easily or quickly spoilt by damp. Throughout the Kaghan valley and in Chilas and Gilgit water-power is available, and it would be better to grind the wheat at the place it is required."

The following is a short account of our previous relations with Kaghan:—After the first Sikh war Hazara belonged to Kashmir; but Gulab Singh induced the *Darbar* to give him other territory in the hills near Jammu in exchange, and Major Abbott was sent to take charge of the district, including Kaghan. On arrival he found four Saiads (brothers) managing the valley for the Sikhs, and receiving half the revenue on condition of their paying the other half. These men's

names were Saiad Zamin Shah, who held a half share of the management, Saiads Fateh Ali Shah, Anwar Shah and Mir Gul Shah, brothers, who managed the other half.

This arrangement had been made by the Nazim of Kashmir, Shekh Ghulam Mohi-ud-din in 1844, and was confirmed by Major Abbott on behalf of the Lahore *Darbar* in 1847.

On annexation, Major Abbott recommended that the grants made to the Saiads by the Sikh government should be upheld; but in the autumn of 1852 they set his authority at defiance. The reason of this conduct was on account of their disapproval of some measures Major Abbott had introduced. It appears that under the Sikhs they did not themselves attend on the Nazim, nor furnish hostages; but Major Abbott attached a condition to their tenure of their 'jagirs,' *viz.*, the attendance of one of the sons of each of the three Saiads at the deputy commissioner's station as a pledge of the loyalty of their parents.

This arrangement appears to have been very distasteful to the Saiads; and early in 1852 Zamin Shah himself, while performing this duty of 'hazirbashi,' suddenly left the camp without asking permission, but was brought back again. He was allowed to go away again on certain *maliks* of Pakli becoming security for his loyalty, and on his leaving his sons in his place as hostages. But the hostages of the Saiads now became objects of suspicion, Major Abbott being of opinion that the Saiads were only withheld from going into rebellion by their not being able to withdraw their sons and by some other impediments thrown in their way.

In 1852 the sons of Zamin Shah fled from Major Abbott's camp, it is supposed by orders from their father, who was afraid that they might be called to account for some of his intrigues.

In consequence of the attitude assumed by the disaffected Saiads, it was found necessary to take measures to coerce them towards the end of 1852, and a force, consisting of Kashmir troops, Punjab police and Hazara levies, numbering altogether some 5,320, was employed for this purpose under the command of Colonel Mackeson, C.B. It is not necessary to describe these operations, which will be found fully detailed in the article on "Kaghan" in the "North-West Frontier Gazetteer," suffice it to say that no opposition was offered to the troops, and the Saiads eventually came in and made their submission. Their grants were subsequently restored and certain pensions were allotted to them "in perpetuity on terms of good behaviour, military service, and such control of the country as may be required of themselves." After this the Saiads of Kaghan continued to exercise considerable authority, and any petty cases which arose between the neighbouring independent tribes and British subjects were settled by them, and their wide influence was for the most part used quietly and without ostentation in the interest of peace.

It was not until 1893 that Kaghan again came prominently to notice. At the beginning of that year, owing to trouble in Chilas, it was anticipated that it might be necessary to send a force through the Kaghan valley and over the Babusar pass. A battalion of Pioneers (the 23rd) was therefore ordered to improve the road. On the 3rd May 1893 the work on the road was commenced. In July heavy floods destroyed nearly all the bridges in the Kaghan valley. The damage thus caused

considerably delayed the work, and two companies of Sappers and Miners were ordered up to assist the Pioneers on the road. Arrangements were at the same time made to send six months' supplies for the Chilas garrison by the Kaghan route. On the 18th August it was reported that the Kohistanis, intended, if possible, to prevent the Pioneers crossing into Chilas, and that they were collecting with this object at Chachargah to oppose the regiment somewhere in the neighbourhood of the Lulu Sar lake. To protect the convoys using the Kaghan road, a wing of the 1-5th Gurkhas and two guns No. 1 (Kohat) Mountain Battery were ordered to Kaghan to hold the road between there and the Babusar pass. The road was completed without opposition up to the Babusar on the 30th of that month, on which day the Pioneers crossed over the pass, and, after improving the road on the other side, reached Chilas on the 15th October. The work of provisioning Chilas having been completed, the transport recrossed the Babusar on the 7th November, and the wing of the 1-5th Gurkhas was then withdrawn to Abbottabad, the two guns having previously returned to that station. The two companies of Sappers, after improving the road on the Hazara side, also returned to Abbottabad. Owing to financial considerations no work was carried out during 1894 on the Kaghan road, and supplies for Chilas as well as Gilgit were sent up *viâ* the Bandipur-Bunji route. The road made by the Pioneers in 1893 is reported to be now barely practicable for mule traffic. (*Vide* Route No. 1.)

CHAPTER II.

ALLAI.

The Allai valley is situated between Kaghan and the Indus. Mr. G. B. Scott, the surveyor, reports on it as follows :—Allai is a valley bounded by Kohistan on the north and east; portion of the Bhogarmang valley (British) and Nandihar (independent) on the south; and the Indus river on the west. Except the glen known as Chor Dara, which has been annexed to Allai from Kohistan, the whole of Allai is drained by one main *dara*, or stream, known as Allai Siran, with its feeders.

On the south, Allai is conterminous with British territory as far as the Malki peak. The main northern range of Kaghan, after turning southward to Musa-ka-Musala mountain, again bends northward and takes a semi-circular sweep, dividing Bhogarmang from the Chor glen as far as Soni peak; elevation 13,012 feet. From this point to Malki peak, 12,465 feet, the northern water falls into Allai, the southern into Bhogarmang.

The main range now turns southward and throws out a spur westward, which, under the name of Chaila, divides Allai from Nandihar up to the Indus river above Thakot.

From the Soni peak a spur runs first northward, dips to the Azri Gali (pass), about 10,000 feet in elevation; then rises to the Shamsher mountain, elevation 15,000 feet, thus far dividing Allai from Chor. The range now turns westward, gradually decreasing in elevation to Palaija, about 11,000 feet in elevation; then falls rapidly to the Indus. From Shamsher to the Indus it divides Allai from Kohistan.

The main stream or *dara*, the Siran, rises round the Azri Gali and Soni peak, and running westward receives the lesser streams of Gangwal, Shamsher, Konshgraon, and Pashutia from the north, and lesser ones from Malki and Chaila on the south. It falls into the Indus near the village Thandul, about 18 miles from its source. The average breadth of the valley from the Chaila to the Shamsher range is about 12 miles, and the total area about 200 square miles.

The eastern end of the valley is a succession of grass and forest-covered mountain slopes, closing inward to the intervening streams, which are mere narrow ravines. The fall as far as Gangwal, 4 miles below Azri Gali, is very rapid. From there it becomes more gentle; its bed widens gradually, and for the last 3 miles below Sachbiar it flows through a plain or basin about 4 to 5 square miles in area—all under rice cultivation.

The lesser feeders from the north are mere rugged ravines, 7 miles in length, with open beds here and there, with the hills sloping gently inward, on which lie the upper hamlets, surrounded by wheat, barley, and Indian-corn fields. There are about thirty-three hamlets and villages lying either near the central watercourse or near its feeders; none of them in very strong positions compared with villages in the hills of Afghanistan; nor are they fortified. The largest of them only contains about 200 houses. They are situated as follows :—

Along course of main stream beginning from the upper or eastern end—(1) Gangwal, (2) Rashang, (3) Panjul, (4) Nograon, (5) Bihari, (6) Pokal or Shingari, (7) Kharagh, (8) Sachbiar, (9) Sakrga, (10) Thalus, (11) Rabat: on bank of Indus—(12) Thandul, (13) Kund, (14) Thamira, (15) Batera: on northern slopes—(16) Shamsher, (17) Pashokal Naira, (18) Naira, (19) Gantar, (20) Kutha, (21) Batila, (22) Konshgraon, (23) Rubkarmi, (24) Bojri, (25) Bandi, (26) Andrak, (27) Batangi, (28) Pashutia, (29) Damdhara, (30) Lagri, (31) Nila: on southern slopes—(32) Bhab, (33) Chaila.

Politically, the two principal vallages are Bandi, the village of the late Khairula Khan, and Pokal or Shingari, Arsala Khan's village. Formerly these two chiefs were the leading men of the two opposite factions whose feuds divided and weakened Allai,—Khairula Khan being the representative of the hereditary chiefs, and Arsala Khan, his rival, striving to obtain the first place in the *jirga* by weakening Khairula's party.

The inhabitants are all of the Swati tribe, and intermarry with the Swatis of Bhogarmang and Nandihar.

They invaded Bhogarmang in 1868 to aid the cause of Ata Muhammad Khan of Agror; but, beyond attacking a survey party, did little damage.

They are armed with matchlocks, swords, and knives. They are said to number 8,000 fighting men. They have a name for being very courageous; but as 20 sepoys kept 400 or 500 at bay for two hours, their bravery must be comparative, especially as the Snider was not in use then.

They are, as mentioned above, divided into two great factions, and are at the same time at feud with the Kohistanis. Their flocks and herds are not so numerous as those of the Kohistanis, and they have more ground under cultivation. Since their seizure of the Chor glen they have made that valley their summer quarters, and the slopes of the Chaila below Bhab and of the Birin-ki-Dana, a spur jutting into the valley from the north between the main stream and the Pashutia Dara, covered with *chir* (*Pinus longifolia*) trees, afford pasturage in winter, though some of their flocks do go with those of Bhogarmang to lower Hazara or into Tanawal. The lower slopes of the hills, as just mentioned, are covered with *chir* trees; the upper slopes round Azri Gali with *biar, ichhar, sachhar, kachal* and other pines, a few *deodar*, and some fine oaks and other trees. Grass and water are very plentiful. The upper portion of the glen is buried in snow from September to May. Early in September 1867 snow fell on Malki, and the cold was so intense that one of the *khalasis* with Mr. Scott's party was nearly frozen to death after being half-an-hour or so outside the tent.

The Chaila mountain is clear of snow till November, and all the villages are well under the deep snow limit, except perhaps Gangwal and one or two more in the lesser glens.

From the south, Allai may be entered either through the Bhogarmang valley, through Nandihar, or along the banks of the Indus river.

The Bhogarmang valley is approached from Abbottabad by a made road running to Mansehra, through the Pakli valley, to the police

station of Shankiari; then along the banks of the Siran river, which drains the Bhogarmang valley, in two marches to Sachha, above which two main feeders of this river combine. From this point one of these routes may be chosen—

(1) Along the banks of the Panjul, or eastern branch of the Siran, for about 15 miles to its source on the crest of the northern range. From Shankiari to Sachha the road has been widened sufficiently to allow of laden mules or ponies marching rapidly up without any difficulty. Above Sachha at the Domail, or junction of the two streams, the eastern branch of the Siran is crossed on a rustic bridge, made of poles thrown across and covered with branches of trees and mud. After this the path is narrower, but yet fairly easy for mules about 3 miles to the hamlet of Panjul. From this point the ascent becomes more rapid and the path narrow and rocky. After passing the last hamlet of Sachha, known as Mana, 4 miles above Panjul, the usual route taken by traders leaves the now rough bed of the stream, and winds up the eastern slopes to the summer hamlet of Panjnadi through pine forests and across several petty streams; then passes over grassy slopes, ending in a short steep ascent to the Khandao Gali or pass, about 11,000 feet in elevation. The descent thence into the Chor glen is easy.

(2) Or the western branch of the Siran may be followed to Dewal, the upper hamlet of Jabbar. Thence, as in the other route, the path leaves the main stream and winds up the forest and grass-covered slopes to the Soni Gali, about 11,000 feet in elevation. The last 300 to 400 yards zigzags up an almost perpendicular hillside, which could be defended from the pass by men rolling down rocks.

(3) The best route for a force advancing on Allai would be a path leaving the Bhogarmang Siran at Sachha, or, better, one rising from the valley or plateau of Konsh to the crest of the range near the Bhisti mountain, nearly 9,600 feet in elevation. The crest could thus be gained at a point within the British boundary. The ascent from Konsh would be about 4,000 feet, and the path would require clearing; but it would be in British territory.

Once the crest was gained, the advance along it would be easy, being broad, and, though passing through pine forests, is clear of undergrowth. About three miles above Bhisti along the crest is a small plateau, 10,000 feet in elevation, about a mile long and one-fourth of a mile broad, clear of trees, with stream flowing through it known as Palaija, the site of some ancient city. It is surrounded by some pine forests; but the approaches could easily be guarded, and surprise almost impossible. The crest narrows somewhat a mile farther up; then the forest diminishes; and the last mile to the Malki peak is up a grassy gentle slope clear of trees. The peak is 12,465 feet in elevation, and commands an extensive view over Allai and Nandihar, etc. The peak could not be held by a Pathan enemy against British infantry and mountain guns; and the crest, once gained, could be held easily, as the approaches to it from all sides are up grassy slopes and it is not commanded from any neighbouring peak. There is room for a fair sized camp round the top. Snow falls in September and remains till April or May. The villages of Gangwal, Ganthar, and Rashang are so close below that men can be distinguished in them.

The approaches to Allai *viâ* Nandihar are through Agror or through Konsh. General Wilde's force, in 1868, encamped at Maidan in Nandihar.

Allai might be advanced on from Maidan, first by following up the bed of the Nandihar Nadi eastward, 8 miles to the hamlet of Bansen; then turning up the slopes of the Chaila mountain either by the Shahid Katha to the Shahid Gali, 9,000 feet elevation, lying under the Malki peak, or by the Ghabri Gali, elevation about 8,000 feet, east of the Chaila peak. The ascent to and descent from this pass are very difficult, if not quite impracticable, for mules.

The easiest route would be to rise at once from Maidan to Balolia along the Thakot path; then continuing up the face of the hill to the crest of a long spur thrown from the Chaila mountain to the Chaila peak, 8,000 to 9,000 feet in elevation. The crest of the spur is bare and rocky, but broad, and the gradient generally easy. Chaila mountain gained, Allai lies below. The Chaila range runs eastward to the Malki peak. There are some narrow places on the ridge, but droves of cattle are taken along the crest every year. Below Chaila on the Allai side is a hamlet known as Bhab, about half-way down. The descent to it from Chaila is over a broad, forest-covered slope. Bhab lies in a clearing about a square mile in extent, surrounded by forest; it overlooks the village of Pokal or Shingari, the dwelling of Arsala Khan.

The above description of the roads from Maidan were written by Mr. Scott previous to the expedition of 1888. The road then used was from Maidan to Mazrai (7 miles), and thence by the Ghorapher pass (9,132 feet) to the crest of the Chaila ridge and on to Kage Oba (6½ miles). The ascent to the crest was very bad, requiring a day to make it practicable for laden mules; even then it took the baggage animals 12 hours to do the ascent of one mile, and 14 mules were killed during the operation. From Kage Oba to Pokal the distance was 7 miles and the descent 4,300 feet. For the first five miles the path ran through fir forest and oak jungle with a comparatively gentle gradient. The last two miles the descent was steep and over open ground. A few mules accompanied the column, but had considerable difficulty in getting over the last part of the road.

The best road from Nandihar to Thakot on the Indus is the one followed by our troops in 1888, *viz.*, by Dabrai and Paimal. That *viâ* the Nandihar stream is rough and hemmed in on all sides by mountains.

Merchants proceeding to Kohistan up the Indus valley generally cross the river at Thakot and proceed along the opposite bank till near Palas; then recross, thus avoiding Allai and the cliffs between Thakot and Allai and those between Allai and Palas, which by those proceeding up the left bank have to be turned by crossing the hills above 3 to 4 miles from the river bank.

The country trans-Indus, immediately opposite Allai, is known as Chakesar, and near it is another valley called Puran; the former is inhabited by the Azi Khel, the latter by Babuzai, Pathans. Farther north are the valleys of Ghorband and Kana. The principal villages on the river bank are Bishan on the Ghorband stream, Butial, Shang, Barkot (a Saiad village), Mairo, Sherkul and Mangan, opposite Thakot.

The Allaiwals are in the habit of frequenting British territory, coming either by Bhogarmang or Nandihar, and are to be found at the village of Bafa, as well as at Mansehra and Abbottabad.

The following statistics of Allai were compiled by Major C. McNeile, Deputy Commissioner of Hazara, from 1880 to 1882, and will be found to usefully supplement the information given above :—

Statistics of Allai.

Serial No.	Heads of information.	Particulars.	
		Total 5,830 families.	
A	Population ...	Swatis Thor, Bibal (the great)	430
		„ „ Musa Khel (the small) ...	1,480
		„ Jalangial Kamoi Badeshi	280
		„ Gilal	300
		„ Dotial	1,010
		„ Shamkori	200
		„ Paie	250
		„ Ashral	150
		Saiads Tirimzai	430
		Mada Khel	440
		Akhund Khel...	520
		Sarkheli, Gujars, and others	340
B	Fighting men ...	There are about 8,720 fighting men :	
		Swatis Thor, Bibal (the great)	770
		„ „ Musa Khel (the small)	2,140
		„ Jalangial Kamoi Badeshi	400
		„ Gilal	640
		„ Dotial	1,695
		„ Shamkori	270
		„ Paie	350
		„ Ashral	225
		Saiads Tirimzai	580
		Mada Khel	570
		Akhund Khel	980
		Sarkheli, Gujars, and others	100
C	Description of arms and nature of firearms.	Their arms are guns, swords and shields, and pistols. About two-thirds of their arms are guns, and these are for the most part matchlocks, with a few muskets. They have neither flintlocks nor rifles. Their pistols are flintlocks. Every man is supposed to be armed, and they are said to be good marksmen, but are not considered very brave. They purchase their gun-powder and lead from Swat and Chakesar.	
D	Extent to which aid could be furnished by neighbouring tribes.	They are bordered on the north and east by Kohistan; on the west by Sinkuri, Chakesar, and Thakot; and on the south by Nandihar, Tikari, and Deshi: and from all these they could obtain aid. At present they can only get help from Kohistan, Sinkuri and Chakesar.	
E	Sectional feuds of importance.	They are ever embroiled in internal feuds, and are always at war amongst themselves. Blood-feuds are rife and carried on for ages, and these constantly embroil the whole tribe. Formerly there were two *maliks*, Jamal Khan of the Bibal (the great) tribe, and Khairula Khan of the Musa Khels. These two had an old-standing enmity. Both are dead. There is no great	

Statistics of Allai—contd.

Serial No.	Heads of information.	Particulars.
		leader left amongst the Bibals or Musa Khels. Jamal Khan's son is Arsala Khan, who has made himself the Khan of Allai, and he has no rival. There are, however, some discontents, who only want a leader.
F	Supplies beyond the border.	Supplies in Allai are sufficient for the inhabitants, but supplies would have to accompany an advancing force; these could be had from Konsh and Agror. Grass, fuel, and water are, however, plentiful.
G	Means of keeping open communications.	The routes into the Allai country are— (1) *Viá* Kaghan, a hilly and difficult route, neither suited for laden animals nor an expedition. (2) *Viá* Jabra and Sahid Gali, which joins the Kaghan route a little above Sahid Gali and runs to Gangwal in Allai; this, too, is hilly and impracticable. (3) *Viá* Konsh and Chattar, which at Chattar divides into three branches:—(i) *Viá* Bhuleja Thapla and Mali to Rashang in Allai. This is hilly and impracticable, but it overtops Allai, which can be seen stretched out below. (ii) *Viá* Gali Dhandoi, through Shamlai and Banser, villages of Nandihar. So much as far as Banser is a plain practicable to laden mules and bullocks. From Banser to Gabri on the Nandihar-Allai border there is an ascent and a descent to Bihari in Allai. From Chattar to Banser is about 10 miles, and from Banser to Bihari about 18 miles. This last 18 miles is only practicable to the mules of the country, which traverse it with loads. (iii) *Viá* Nilishang, about 3 miles practicable to laden bullocks and mules; then to Batgraon, 3 miles farther, also practicable to laden bullocks and mules; then to Batangi, 3 miles farther, is an ascent. A little beyond Batangi about a mile the road widens, and this part of the road is called 'Ghorapher' ('horse turn'). From Ghorapher the route forks,—one is a footpath for pedestrians only and rejoins the main road about a mile farther on; the other is practicable to mules and runs to Pokal in Allai, some 18 miles from Ghorapher. Arsala Khan resides in Pokal. Nilishang, Batgraon, and Batangi are in Nandihar, while Ghorapher is on the Nandihar-Allai border. This is the most easy route. (4) *Viá* Agror and Tikari through Maidan in Nandihar to Kanshai in Thakot, where it forks: (1) continues into Kharagh in Allai, and (11) to Sachbiar in Allai. As far as Kansha the route is practicable to laden animals; but beyond it is impracticable, except to the mules of the country. From Agror to Sachbiar and Kharagh is about 30 miles. No. 1.—If a good road was made, the Saiads of Kaghan could keep this route. Nos. 2 and 3.—(i) could be kept by the Bhogarmang and Konshwals. No. 3.—(ii) and (iii) Nandihar, would have to be settled with, when a regiment, some 50 sabres, and the Konshwals could keep both of these. No. 4.—Tikari and Pariari would have to be arranged with, when the Khan of Agror's and the Nawab of

Statistics of Allai—contd.

Serial No.	Heads of information.	Particulars.
		Amb's men, with 100 rifles and 50 sabres, could keep the road as far as Tikari. Then Nandihar, Thakot, and Deshi would need to be settled with, when 200 rifles and 50 sabres with Agror levies could keep both branches of the fork.
H	Dependence of tribe on British territory.	At the best of times but few Allaiwals (Swati Thors) come into British territory, and these only to purchase cloth ; but the Gujars of Allai come into our limits to graze their goats during the winter when their own country is under snow. They are but little dependent on us. A *baramta* during peace time might take a few Swati Thors, and during winter we could come down on the Gujars.
K	Summer and winter settlements.	The Gujars, as above mentioned, leave their homes during the winter to graze their herds of goats ; but the remainder of the Allaiwals keep within Allai, both summer and winter, except some few families of cow-herds, who take their cattle (bullocks, cows, and buffaloes) to graze in Chor during the summer.
L	Miscellaneous ...	In Allai there are three clans, who are landlords, 'daftris,'—the Saiads Tirimzai, the Mada Khel, and the eight branches of the Thor Swatis. The Saiads Tirimzai are related to the Saiads of Kaghan and Pakli ; the Mada Khels to the Mada Khels of Sungur in Balakot, while the Thor Swatis, Jalangial Kamoi Badeshi are related to the Swatis of Bhairkund in Mansehra. The eight branches of the Thor Swatis are called 'paos' (quarter). The Mada Khels and Saiads are under the Swatis, who are supreme, while amongst the Swatis the Bibal are the greatest and Arsala Khan has made himself the Khan of the Bibals. The Swatis of Tikari Nandihar, Thakot, and Pakli are merely Swatis, so are the Bhairkund Swatis, while the Allai Swatis are Thor Swatis and are of another branch. They came from Swat at the same time as the other Swatis, but maintain their distinction of Thor Swatis. These Thor Swatis have not yet had much intercourse with us, and know little about us. The other Swatis have an idea that they have an ascendancy over the Thor Swatis ; but the Thors do not acknowledge this. The Allai border joins ours on the Kaghan and Balakot range, on the Jabar range, and in Konsh ; but each of these borders are precipitous and hilly. Nowhere does the Allai border join ours on level ground. Our subjects and the Allaiwals sometimes commit dacoity on one another on these hilly borders.

The following is a brief account of our relations with Allai up to the present time.

The first occasion in which we came into contact with the Allaiwals was in 1868, when they invaded Bhogarmang to aid the cause of Ata Muhammad Khan of Agror ; but, beyond attacking a survey party under Mr. G. B. Scott, they did little damage. For this attack a fine of Rs 500 was imposed on the tribe.

In November 1874 the Allaiwals, headed by their chief, Arsala Khan, made a raid within British territory upon a party of Kohistanis, murdering three men and carrying off their flocks. This was at once punished by the seizure of some 60 Allaiwals, with flocks numbering 4,000 head, in British territory; a blockade of the tribe was proclaimed, and, notwithstanding the sympathies of our own Swati subjects with the marauders, the *jirga* of the tribe, for the first time in their history, came in and made their submission to the British Government.

For the next three years the Allaiwals gave no trouble; but in November 1877 they again committed an act of aggression on the British border, which rendered a blockade of the tribe necessary. It was committed on the village of Bathal in the Konsh valley, on the 16th of November, at the instance of Arsala Khan, who was himself present in person, and was the leader of the gang of raiders. He was reputed to be a fanatical man, a disciple of the late Akhund of Swat, and one who avoided intercourse with English officers. The main cause of the raid was the rivalry existing between Arsala Khan and Samandar Khan, *jagirdar* of Garhi Habibulla, an Honorary Magistrate under the British Government, who was also a man of large influence in independent Nandihar. In this raid 2 Hindus of Bathal were killed and 12 carried off. Houses were also set on fire, and property, valued at Rs. 37,000 by the owners, was carried off. The raiders were estimated to have lost 13 killed and 12 taken prisoners; their numbers were about 300. It was reported that the ostensible object of the raid was to kidnap Samandar Khan, who was at that time in Bathal, but the raiders failed to effect this object.

On the 2nd December, Nelban, in the Konsh glen, was attacked by Khawas Khan, son of Abbas Khan, with Allaiwals. Two villagers were killed and one wounded. The loss inflicted was estimated at Rs. 4,250, consisting of cattle and other property. On the 9th of the same month an attack was made on Jabar by Khawas Khan. Five men were wounded and one woman carried off; the loss inflicted amounted to Rs. 1,876. The raiders lost two men killed and one wounded. The cattle, however, were recovered by the villagers.

In consequence of the serious affair at Bathal, which is the largest village in Konsh, the Allaiwals were blockaded, and men and cattle found in the district were seized. Arsala Khan, in February 1879, in person, menaced the border at the head of a large armed following; but finding himself opposed to the Swatis of Pakli, he entered into negotiations with their leaders and dispersed his following.

The raids conducted by the son of Abbas Khan were probably made with the intention of directing the attention of Government to the case of his father (the notorious robber chief who had been captured at the beginning of 1878 by Samandar Khan, and was then a prisoner in the jail at Rawal Pindi) and obtaining his release. This latter object they, of course, failed to attain, and Abbas Khan was removed from Rawal Pindi to the Central Jail at Lahore.

The operations of the blockade progressed but slowly, although a certain number of the people of Allai, mostly of the Gujar class, were captured in British territory and detained with their cattle.

As already pointed out, Allai is but little dependent upon us, and consequently an effective blockade is most difficult to carry out. About the middle of June 1879, a *jirga* of the Allaiwals came in to the Deputy Commissioner. It was not accompanied by Arsala Khan, or by any other influential man, and it proposed that neither fine nor compensation should be demanded, and that the Allaiwal prisoners should be surrendered previous to the Hindus being given up. These proposals could not of course be listened to, and the *jirga* was dismissed. The Allaiwals were at the same time given distinctly to understand that no terms would be made with them until the British subjects who were in their hands were released. When this demand had been complied with they would be informed of the fine and compensation they would be called upon to pay. Up to the end of the year the Allaiwals had shown no signs of giving in, and the Government of India considered that the difficulty had reached a stage at which it was highly expedient that effective measures should be taken for the punishment of the tribe. Owing, however, to the absence of so large a force on service in Afghanistan, the time was not considered convenient to resort to an expedition. The blockade was therefore ordered to be continued until it should be convenient to send a punitive force into Allai.

On the 14th August 1880, the arrival of the Allai *jirga* at Abbottabad, bringing with them the Hindu prisoners, was reported. Arsala Khan, however, did not accompany the *jirga*, pleading as an excuse that he was afraid to do so. In consideration of the surrender of the Hindu captives, the twenty-nine members of the tribe who had been seized in reprisal were released, and the following terms, which the Government demanded, were then made known to the *jirga*:—

(1) The raiders captured in the attack on Bathal to be released on the payment of a ransom of Rs. 500.

(2) Payment of a fine of Rs. 5,000 on account of the raid on Bathal.

(3) Payment of Rs. 500 on account of the attack on Mr. Scott's survey party in 1868.

(4) Submission of Arsala Khan.

The *jirga* was then dismissed.

On the 16th February 1881, a deputation, with the ransom money, arrived at Abbottabad, and the eight surviving prisoners in the jail at Rawal Pindi were sent for and released in the presence of the *jirga*, who then departed. The other conditions, however, remained unfulfilled, and in the autumn of 1881 the necessity of a military expedition was again considered. The Brigadier General Commanding the Frontier Force was called on to submit proposals for such an expedition; but the Government considered that the operations proposed by him would have been on a scale out of proportion to the results to be obtained, and it was, therefore, decided to defer the use of military force. Subsequently the tribe, and Arsala Khan its chief, evinced a desire to assume a more conciliatory attitude, and owing to his quarrels with Muzaffar Khan of Nandihar, who was his rival, Arsala Khan was too much occupied to give trouble on the border.

In August 1885, peace was made between Arsala Khan and Muzaffar Khan, but soon after difficulties arose between the former and

his cousin and rival in Allai, Bahadur Khan of Shakargarh. The Musa Khel section of the Allaiwals sided with Bahadur Khan, and in March 1886, Arsala Khan lost four men wounded in an attack on a fort which the Musa Khels were building. The attack failed and Arsala Khan was repulsed. Subsequently Arsala Khan and Bahadur Khan nominally made friends, but the latter continued to show his hostility, aiming at supplanting Arsala Khan and professing to be the good friend of the British Government.

During the autumn of 1886, reports from all quarters agreed that Arsala Khan, in order to attract attention and increase his own importance, was preparing to raid on one of our frontier villages—probably Bathal or Jabar. A few police who were moved to the village of Shankiari and kept there till the first fall of snow in December rendered the chances of an attack improbable. Gunpowder and lead were also served out to villagers possessing matchlocks.

After the peace made between Arsala Khan and Muzaffar Khan, mentioned above, they combined to oppose Ghafar Khan of Trand, and they supported the Sarkheli Swatis in an attack on the village of Thakot, which they burnt. In March 1887, they again attacked Thakot, but the Argoshal Swatis of Thakot, assisted by Ghafar Khan of Trand, beat off the attack.

On the 4th July 1887, two raids were committed simultaneously on the northern corner of the Bhogarmang glen above Jabar, on small grazing camps in our territory. Some British subjects and cattle were carried off, and a party of raiders under Mukaddas, a Mada Khel Allaiwal, were pursued and engaged by the people attacked, and from this party the women and cattle seized were recovered in the fight which took place. A woman and three men were wounded on our side, and on the side of the raiders one man was shot dead and some others were wounded.

The cause of the raid was, that during the previous year Mukaddas had brought a claim in our courts against a Hindu of the Hazara district, which after enquiry was dismissed. As a protest against this decision this double raid was planned and carried out. On the 6th August, the Deputy Commissioner reported that Arsala Khan of Allai had compelled Mukaddas Khan to return all the property seized in these raids, together with the captured British subjects, and that they were made over to the *tahsildar* at Mansehra in safety on the 23rd July. It subsequently appeared that some part of the property was not recovered. It was then proposed to Arsala Khan, of whom Mukaddas Khan was a supporter and partizan, that the case dismissed by the courts should be re-opened by being referred for settlement to a council of elders. But Arsala Khan refused to accept this proposal unless a substantial award in his friend's favour was guaranteed by the Deputy Commissioner. It seems that the cattle and goods recovered from that which had been carried off was valued at Rs. 2,900 out of a total value of Rs. 3,585. Ransom-money, blood-money for the woman (who subsequently died of her wounds), and compensation to the wounded men raised the total claim against Mukaddas to about Rs. 1,000.

In 1888, when the Government were compelled to despatch an expeditionary force to punish the tribes of the Black Mountain, there

was thus Rs. 6,500 outstanding against the Allaiwals, and advantage was taken of the presence of this force to try and come to some settlement with the tribe. Letters were sent to Arsala Khan and the principal Allaiwals, notifying to them that the conditions demanded by Government were—

(1) The personal submission of the chief.

(2) Payment of Rs. 6,500 compensation for losses inflicted in raids by Allaiwals on British territory during the previous twenty years; the fine to be remitted if they gave hostages and agreed to conduct a survey party along the crest of the range which divides Allai from Nandihar.

Neither of these conditions were fulfilled. Arsala Khan merely gave an evasive reply to the letters sent to him and then fled to Sachbiar on the Indus, leaving his son Ghazi Khan to make such opposition as he could to the advance of troops into Allai. On the 31st October, Major-General McQueen, C.B., commanding the Hazara Field Force, taking with him a force of some 2,500 of all arms with six guns, advanced from Maidan in Nandihar to Mazrai, and on the 1st November forced the Ghorapher pass and established himself at Kage Oba on the crest of the Chaila mountain overlooking Allai. On the 3rd a force of 800 rifles and two guns under Brigadier-General Channer, V.C., leaving Kage Oba in the morning, descended to Pokal, Arsala Khan's village, and burned it, returning to camp the same evening. On the following day the whole force was withdrawn to Nandihar and subsequently to British territory. These operations against Allai were carried out with but slight loss on our side; our casualties being four men killed and one officer and six men wounded, while the enemy suffered severely, their loss on the 3rd November alone being estimated by Brigadier-General Channer at 80 to 100 killed. But as far as Arsala Khan was concerned the operations had little effect, although there was no doubt that his prestige suffered by the punishment he received. Subsequently his attitude became more friendly, and in 1891 he caused a child who had been kidnapped from Hazara to be restored on the demand of the district officer; and for this friendly action he was informed that the Government cancelled all claims against him for the past. In reply, Arsala Khan professed himself ready to do any service that might be required of him. This friendly attitude he still maintains, and it does not seem likely that he will do anything by which he would lose the favour of Government which, owing to the recent change in his attitude, he now enjoys.

The feud between Arsala Khan and his principal rival, Bahadur Khan of Shakargarh, continues and has given rise to occasional fights between their servants and partisans.

CHAPTER III.

KOHISTAN.

Kohistan is the name applied to that part of the Indus basin between Shinaka and the Pashtu-speaking tribes of Yaghistan. Kohistan is bounded on the west by high mountains, which separate it from Swat; on the north by mountains which lie between it and Mastuj and Yasin; on the north-east lies Shinaka, from which it is separated on the cis-Indus side by the Lahtar stream; and on the trans-Indus side apparently by the Kandia valley; on the south-east is the district of Allai, from which it is divided by a high mountain range called, according to MacGregor, Ganga, at its north-east extremity, and Andrak lower down*; on the south lies Pakhtana and its tributary valleys, which comprise the independent territory lying between Kohistan and British territory. The valley of Kohistan was traversed by the "Mulla," under the orders of the Great Trigonometrical Survey, in 1876.

The valley of Kohistan runs in a north-easterly direction; its length from the village of Batera to the Lahtar stream is about 45 miles. Its area must be nearly 1,000 square miles.

Kohistan is drained by the Indus, which receives, beginning from the south, the Duber stream from the north-west, the Kolai, Chaorudara, Kunshar, Gabu, and Jalkot streams from the east, the Razika and Maliar from the west, the Ichar and Kahinga from the east, the Kandia from the north-west, and the Lahtar from the south-east. Some other very insignificant streams also join the Indus, which at Jalkot is about 500 yards broad.†

Of the mountains, among which the main and tributary valleys of Kohistan lie, very little is known. According to the map of the Great Trigonometrical Survey, the chief peaks range from 14,300 feet to 16,600 feet.

The main valley is described by the "Mulla" as being rocky and confined along the river banks, but higher up the mountain sides the slopes are gentle.

On this subject MacGregor says—

"Kohistan, as seen from the tops of the high snowy mountains which divide it from Kaghan on the east, looks somewhat desolate and bleak. The hills are rocky, and not, as in Kaghan, covered with verdure to the line of perpetual snow; but towards the Indus the scene changes and cultivation is extensive. Between Palas and Jalkot, however, there is no cultivation, the ground being rocky, with grass and stunted trees. This region is thinly inhabited, Kaial being apparently the only inhabited village. The tributary valleys of the

* The range is called Shamsher by Scott.

A. H. M.

† The "Mulla's" account of the streams draining into the Indus on its left bank is not very reliable. The two main streams on that side are the Nila Nadi and the Chachargah Katha. Scott's account is more trustworthy.

A. H. M.

Indus, with the villages in them, are mostly named after the streams which water them."

Scott thus describes the southern boundary of Kohistan on the left bank of the Indus:—

"It is divided from the Chor glen by a spur of the main range, 16,000 feet in elevation, thrown westward from near Kundi peak, in longitude 73° 30′ for about 12 miles; it then descends to and crosses the Chordara, or watercourse draining the Chor glen; then ascends to the Shamsher peak, 15,000 feet in elevation, and is divided from Allai by the lesser spur, of which that is the highest peak, running westward from its summit to the Indus river.

"It differs from Chilas in that it is intersected laterally by a second mountain range, 16,600 feet in elevation, which is thrown from the main range at the Lulu Sar peak, first southward for 12 miles, then westward till it ends abruptly on the banks of the Indus; and by a third spur also, over 16,000 feet in elevation, thrown westward from the Harifa peak of the great range to the Indus. Between the Allai boundary on the Shamsher range and the spur just mentioned lies the Nila Nadi; between this and the other greater spur or range lies the Chachargah Katha. Falling from this last range to the Indus are various lesser *kathas*, or streams, falling into the river generally in the neighbourhood of the principal Kohistan villages.

"The Chachargah Katha is formed by the combination of several lesser streams falling from the high peaks between Lulu Sar and Harifa; they combine at a hamlet known as Kotgali, about 12,000 feet in elevation. The basin above Kotgali is buried in snow from September to May of each year, but during the summer months it is beautifully green and affords excellent pasturage for the large flocks and herds of the Kohistanis and the Gujars of Kaghan. Below Kotgali the descent towards the river is rocky for the first 16 miles to the hamlet of Pashkari; the valley and the neighbouring mountain slopes are covered with fine grass and vegetables. Below Pashkari Indian-corn fields begin; these are succeeded by wheat and barley fields, and lower down, round the villages of Jalkot to the river-bank, rice is largely grown.

"The Nila Nadi is formed by the combination of the Lehdi, Shinkor, Chordara, and lesser streams. It resembles the valley of the Chachargah Katha, and falls into the Indus, near the two villages of Palas.

"The Chor glen, watered by the Chordara branch of the Nila Nadi, is about 12 miles long from its source near the Kandi peak to the back of Musa-ka-Musala mountain, and its direction westward. From this point it turns northwards. Thus far the level portion, or base, of the glen is about 2 miles in width, and richly buried in grass and wild vegetables. It drains into the Kohistani Nila Nadi, but its possession was long coveted by the Allaiwals, who required summer grazing-grounds at a higher elevation than they formerly possessed. They consequently invaded and occupied it, and commenced thereby a feud with the Kohistanis, which periodically leads to sharp fights, in which sometimes one, sometimes the other, is successful; but, on the whole, victory and the possession of the valley has been on the side of Allai. The inhabitants of the neighbouring British valley of

Bhogarmang, being Swatis, of the same tribe as the Allaiwals, favour their claims and benefit by being permitted to use the glen for their cattle and sheep every summer.

"Like the mountains of Chilas, those in Kohistan have similar belts of rocky and snow wastes from their crests to about 12,000 feet. Pine forest and grass, down to 5,000′ or 6,000′, and sharp rocky falls and alternate fertile basins near the river.

"The principal villages on the Indus downwards, in succession from Chilas are Jalkot (on the Chachargah Katha), Palas (on the Nila Nadi), Kolai, and Batera. Above Jalkot, in the Chachargah valley, are Ghusali, Shal, Bujia, Dadaban, Pashkari, and Kotgali,—all hamlets. Above Palas in the Nila Nadi are Para, Gidar, Nila, Sharid, Tsak, Uncha Nadi, Chiraka, Gondal, Lehdi, and Shenkor.

"The villages on the river-bank are large, generally consisting of 400 to 500 houses, surrounded by rice-fields and fruit-trees. The others are merely hamlets, generally deserted during the winter."

The Kohistanis say they are Arabs by tribe and descent; their neighbours allege that 100 years ago or so they were idolators and Hindus; as a matter of fact, they are Dards, as is shown by their division into four castes—

Ronus or *Rana*—the proprietors and aristocracy of the land.

Yashkun—vassals, holding land for service done to the tribe in the field.

Kramin—artizans.

Dum—musicians, etc.

Scott says:—

"The Kohistanis are Muhammadans, but not Pathans. A powerful, well-built, brave but quiet, jolly people, resembling much the Gujar. Though forced by a Moslem invader to become Muhammadans, they are not fanatical, and not zealous in their religious observances, but reputed very hospitable; have never submitted to the Pathans, are independent of all central government, obedient to their local chiefs, who resemble the *mukadams* of the Gujar. Peaceful in their social relations, they fight resolutely and under a kind of martial discipline, when roused. Their arms are matchlocks, very long and heavy, resting, when fired, on iron forks, good *talwars*, knives, and all carry spears, or rather iron-pointed alpenstocks, with which weapon they fearlessly attack the bears that at times, when wild roots are scarce, make raids on the sheep-folds. Their clothing, which is of woollen cloth, like *pattu*, or coarse flannel, consists of jacket and knickerbockers. Some wear the woollen night-cap sort of head-dress like Chilasis, etc., but lately blue turbans, like those worn by their neighbours in British territory, have been almost universally adopted."

The "Mulla" gives the following account of the Kohistanis:—

"They present a marked difference in appearance to the Afghans of Pukhtana; they are fair and have sandy hair; are manly, well made, and wear tight-fitting clothes, consisting of coat and trousers, resembling somewhat those of the Europeans; on their heads, the hair of which is kept according to fancy, sometimes hanging long and sometimes shorter, they wear a cap, consisting of a bag of brown wool, rolled up so as to form a band; when on a trip they wear leather

wrappings round their feet and legs, each consisting of a large goat-skin, beginning at the great toe, which is left exposed, as well as the heel, and continuing up to the knee, and kept in place by a leather tie, thus serving for both shoes and leggings.

"The women wear a loose jacket and trousers, those who can afford it having cotton clothing next the skin; on their heads they wear small round caps of cotton or wool, and when out of their villages they generally have sheets, or blankets, over the caps. The hair is woven in numerous plaits, ending in thread ties.

"The food of these people, as in Pukhtana, consists of unleavened bread of wheat, barley, or *jowar* flour, baked in ovens, or done on the pan, eaten with buttermilk, vegetables gathered from the hills, or with stewed meat.

"There is no marked difference in the appearance of their villages from those in Pukhtana; there is less seclusion amongst the women ordinarily, and, in consequence, there are no outside screening walls, excepting at the houses of the Maulvi or Saiad women.

"During the summer the villagers leave their houses in the valley and ascend with their belongings to the hills, where they cultivate the ground.

"The arms of the people consist of a sword worn with cross-belt, and long-barrelled matchlocks, which are home-made, and occasionally imported. Powder is manufactured in the Kohistan, but lead is imported, and is used sparingly, being economised by moulding round pebbles. The people are reputed good shots, children even excelling; they all take aim kneeling, the barrel resting on forked supports."

Their language is a Dard dialect, either Torwalik, Chilis, or Gowro,—it is not quite clear which. The principal grains are barley and *jowar*. Rice also is cultivated, but to no great extent. The mountain sides afford good pasture for the flocks and herds, but there are scarcely any horses or ponies, as the nature of the country precludes richness.

They trade considerably with Haripur, Rawal Pindi, and Hazara, bringing down gold from Gilgit and their own country, and taking back cloth, piece-goods, indigo, etc. They do not bring for sale the fine class of pony to be found in their country, on account of the difficulty of the road and enmities with other tribes.

They have large forests of deodar above Palas, and in Chor and trans-Indus about and above Duber. About 1863 the Kaka Khels started a trade in timber, and monopolised it for a considerable time; but about 1866 the Kohistanis took to trading on their own account, owing to a disagreement with the Kaka Khels. The Nawab of Amb takes 8 annas a log transit due at Darband. Traders have to pay money down in Kohistan before getting wood.

Owing to the feuds with the Allaiwals the logs are generally made over to merchants at Palas.

The produce of their flocks and herds, wool, goats' hair, *ghi*, blankets, and shawls, are the principal articles of wealth and trade; they also wash gold-dust on the river-banks and cut timber in large quantities for timber-merchants from Peshawar, Attock, etc.

The gold is obtained by washing in the Indus and other streams, and the inhabitants state that they have traced this gold to the margin of the glaciers under which the gold-dust was washed down.

It would be possible to open a good road for Kohistan traders which would induce others further off to come into our district by one of the passes in the Kaghan glen or by the pass into the Bhogarmang glen from Chor, but the objection to the latter is the feud between the Allaiwals and Kohistanis. Friendly relations might easily be established with these Kohistanis.

The Saiads of Kaghan are free to go and come throughout Kohistan and levy tithes among the villages and hamlets.

Some of the Kohistan flocks and herds are brought down with those of the Kaghanis to lower Hazara during the winter, but, as a rule, they are merely taken to the lower slopes of their own mountains.

The country on the north bank of the river is similar both in physical features and in the nationality of the inhabitants.

The principal villages are Seo, Patan, Jijal, Jalkot, Palas, and Kolai.

Among the mountains and rocky glens of the upper portions of Kohistan and Chilas are ibex, brown bears, and marmots; lower down black bears, musk-deer, and splendid pheasants, and flying-squirrels with a very soft black and brown fur.

There are no roads, properly so called, in Kohistan, though traders do take laden mules up the Indus, and across the ranges from Kaghan to the river. In places the road along the river is good and passes through small fertile basins, at others detours over the rocky precipices on its banks have to be made; sometimes the only pathway being over poles laid along the face of a cliff and requiring good nerve to venture over. Traders generally cross and recross the river and alternately proceed up the opposite banks. There are ferries at Patan to Palas, Jalkot to Seo, and one at Sazin to Tangir. *Banias*, in search of *ghi* and wool, cross the passes of Kaghan into Kohistan with salt, indigo, cotton cloths, tobacco, etc. The usual paths followed by them are up the Bhogarmang glen over the Khandu Gali into Chor; thence over the Azri Gali westward into Allai, or down the* Chordara to Palas; from Balakot up the Kunhar river to Sahoch, then up the Ashna Katha over the Mirza Gali, east of Musa-ka-Musala mountain to Chor, or up the Bhimbal, over Malik Seri to Chachargah, a very rough path.

Major McNeile, Deputy Commissioner of Hazara, classifies the Kohistanis as follows :—

	Fighting-men.
Kur Khel Onair	400
Kaluch	100
Shin	3,500

He says that three-fourths of the fighting-men have matchlocks, and that they are reputed brave. They manufacture their own gunpowder, but import lead.

The Shin villages of Palas and Kolai are frequently at feud; in fact, this feud divides Kohistan into two great factions, or camps, known as the Palaswals and Kolaiwals, and this is a very important factor in Kohistan politics.

The Kohistanis purchase only cloth and indigo from us, so cannot be considered dependent on us.

With regard to our relations with Kohistan there is not much to be said. Up to 1893, the British Government had never really come into contact with the tribe. There had been occasional slight differences with them in the Kaghan and Bhogarmang ranges, and these usually when our Gujars, during the summer months, took their herds to graze in Chor; but these had always been amicably arranged.

At the beginning of 1884 the Kohistanis had a heavy civil claim upon the Kaka Khel wood-merchants of Peshawar. The settlement of this claim dragged on for years, and in August 1885 some of the Kohistanis attempted to recoup themselves from Hazara subjects, but they were blockaded, their property was seized, and they had to submit to the Government terms of settlement.

The tribe gave no further trouble to speak of until July 1890, when a party of Kohistanis from Palas and Lehdi made a raid on the pasture-grounds on the mountains which border Bhogarmang and carried off cattle and goats to the value of Rs. 1,500. For this the tribe was placed under blockade. In 1891 some Kohistanis of Jalkot carried off two flocks of about 200 goats from Kaghan and killed one of the party of graziers who pursued them.

The Kohistanis subsequently made reparation for these raids, and the blockade was removed.

The conduct of the Kohistanis in leading the attack on the Chilas post on the 5th March 1893 was the first instance of serious hostility on the part of the tribe against the British Government. Subsequent to that attack they have given little trouble. They declined, at the beginning of last year, to join in another attack on Chilas fort when appealed to by the Shinaki clans. In September last year a party of Jalkotis carried off 160 goats belonging to the Babusar district and murdered a Gujar. Later on most of the goats were returned. This brings the history of our dealings with Kohistan up to the present time.

The following notes on Kohistan, more especially the Jalkot and Palas valleys, were compiled by Lieutenant J. F. Browne, R.A., when in Kaghan in September-October 1893, and are given below *verbatim*:—

Origin, etc.

The Kohistanis or Swatis are a mixed race most probably formed by the intermarriage of Pathans, Chitralis, and Dogras.

They are descended from one Dharm, a Kashmiri, who on becoming a Mussulman was driven out of Kashmir by the Dogras.

This occurred somewhere between 150 and 250 years ago apparently.

Hence the cis-Indus Kohistanis are known by the generic name of Dharm Khel.

Dharm had four sons—Puins, Cheret, Kukur, and Manuk—and the four main subdivisions are named after them.

There are many minor subdivisions which I had not the time to ascertain, but these four clans are the principal in the Jalkot and Palas valleys.

Puins Khel.

The following are the headmen and places of residence:—

Nikalli Khan of Palas.

Kamr Ali Khan.
Niatullah Khan of Sharid. A friendly chief.
Suja Khan.
Gurra Khan.

Cheret Khel.

Mulla Mir Mahmud of Jalkot, Palas, and Dumbeyla.

Mochu.

Kukur Khel.

A Khan of Kolai. A lot of Kukur Khel live in Allai, and are great traders.

Manuk Khel.

Shahdulla Khan of Girdar.

Country, etc.

Cis-Kohistan consists mainly of two large valleys running west into the Indus, the Palas being the southern and smaller valley.

The Palas valley.

About 25 miles long by 6 wide. Drained by the Mushar river.

The Mushar river consists of two branches—the Lehdi Chor (*nala*), rising at the foot of the Malik Seri pass, and the Dumbeyla Chor, which drains the Chor grazing-grounds. These two streams combine at Dumbeyla, and form the Mushar river.

The Mushar river joins the Indus at a place called the Kurat Kamr (cliffs), about 12 miles north of Palas by road.

The Chor plateau, geographically speaking, belongs to Palas, but at present is in the hands of the Allaiwals. The Chor has an average elevation of about 9,000 feet, and there are several roads to it from British territory.

The Andrak or Pashtu hills separate Palas from Allai, and the Kandao or Aripai hills bound it on the north.

Villages, etc.

Palas itself consists of three villages—Palas, Bar Palas, and Shariel—while a gunshot across the Indus is Patan. Headmen Hazrat Ali and Hachu.

Sharid, one day's march from Palas up the Mushar river, contains 40 houses and several mills.

Dumbeyla contains about 15 houses, and has several water-mills.

Lehdi, two days' march from Palas. A Gujars' hamlet at the foot of the Malik Seri.

Roads into the Palas valley.

The road from Bhimbal up the Nila Nadi and over the Malik Seri pass is the one generally used, but is very steep on the British side, though easy down the west slope of the pass.

There is a track over the Hotri pass which is precisely the reverse, so that, if ever a mule-road had to be made, the best plan would be to ascend to the top of the Hotri, skirt along the north slope of Malik Seri Sar, 15,400 feet, and descend the *nala* to Lehdi.

Detailed description of the Malik Seri and Hotri passes given later on.

There are several tracks from the Chor down to Palas, but they must be very difficult going.

Marches, etc.

From Bhimbal in Kaghan:—

First march.—Lehdi. Wood, grazing and water plentiful.

Second march.—Sharid. Wood, grazing and water plentiful. Rice cultivation.

Third march.—Palas.

Should a force have to march this way from the Kaghan valley, a large depôt could be formed at Singal, where there is room for six regiments, with ample wood, water, and grazing, and the camp could be easily guarded.

The Jalkot valley.

About 35 miles long and 3½ wide, running north-east from Jalkot on the Indus up to Chachargah.

Is drained by the Jalkot river, which commences near Chachargah.

Jalkot is a large village with about 250 houses, at the junction of the Jalkot Nala and the Indus.

The only other important village is Paliat, 60 houses.

The upper part of the valley consists of several large *nalás*, with excellent grazing.

In the lower portions of the valley there is a large amount of rice cultivation, and also a lot of timber.

Kaka Khel.

The Kaka Khel timber-merchants from Attock and Peshawar do a large trade up here in the summer, and are much respected by the Kohistanis.

Should further information be wanted from Jalkot, it would be easy to send up a surveyor as a servant to the Kaka Khel.

Roads, etc.

From Palas along the river-bank, two marches to Jalkot, very difficult and only fit for men.

This road was described to me as being like the road near Jared cliffs, on the opposite bank, where practically there was no road.

2. From Sharid to Jalkot. Very difficult.
3. From Kundal to Jalkot. Fit for animals.
4. From Dhomdoma to Paliat. Difficult.
5. From Sahoch to Nili Birri. Difficult.
6. From Basal over to Chachargah.

Character of the people.

The Kohistanis that I met were by no means an ignorant savage lot. Some of them had been to Lahore and Peshawar, and on the whole they seem a fine race. This only applies to cis-Indus Kohistan. In all their dealings with neighbouring tribes, they are accounted as very honest and straightforward, with, however, great greed for money.

They enquired particularly if the convoys going up to Chilas were taking silver up, and when told that it was only food, said that they had lots in their own country. So sharp are their trading instincts that they do not allow a single Hindu *bania* to live in the country, and the saying about them is that "a Kohistani will rather part with his wife than with a tola of gold-dust." Moreover, the continual fighting that has gone on about the possession of Chor has been solely on account of the money received from Gujars for grazing their cattle, since the Kohistanis themselves are not a grazing community as a rule.

They dislike the Kaghan Saiads intensely, and say they are a treacherous lot; the Allaiwals are looked down upon principally owing to the fact that the two big Allai chiefs, Badur(Bahadur) Khan and Arsala Khan, are descended from a weaver, an unmanly trade.

The four big clans are continually fighting amongst themselves, and even when the Allaiwals invaded Palas and took Lehdi, Dumbeyla, and Sharakot (the heights commanding Palas), the Kukur Khel held aloof in or about 1883. Nor would the Manuk Khel fight.

On that occasion the Kohistani chiefs were:—

Kamr Ali Khan,
Mir Kamal Khan (Puins Khan), since dead,
Suja Khan,

and the whole Kohistani army numbered only 2,500 men.

In the early part of 1893 only 250 men went from Palas and Jalkot to attack Chilas, and, as far as I can make out, lost the following:—

Jalkot	...	...	...	18 killed,	35 wounded.
Palas	...	...	...	6 „	7 „
				24 „	42 „

Seo say they lost 58 killed and 80 wounded.

While Pattan lost 16 „ „ 50 „

Total loss of cis-Indus and trans-Indus Kohistanis about 100 killed, 200 wounded, while the people from Tangir, Sazin, etc., lost about 50 men altogether.

I questioned several men who had no connection with each other, and their accounts tallied very fairly. Their estimate of the loss of the Chilas garrison was 150 killed and wounded!

Very few Kukur Khel and Puins Khel went to that business.

In the hot weather all the Jalkot people move up to Paliat; the Palas people up to Dumbeyla and Lehdi. During the harvest season the men are not allowed to consort with the women, *i.e.*, for two and a half months.

All the men that I came across were particularly fine, well-fed men, far surpassing the Kaghan and Allai people in physique and also in brains. On this account they are dreaded by their neighbours.

They are essentially a people who want to be let alone, and the various raids that they are reported to have committed are not done by Kohistanis at all, but by outlaws from British territory. A report was sent to Colonel Hutchinson by the Saiads that the Kohistanis had raided 300 goats in the Nila Nadi. On going up there it appeared that the goats had never been raided there at all, but that an Allaiwal outlaw named Droh, who has a following of six men, had come down from Chor and taken them. Droh is, however, supported by Gurra Khan and Mochu, notables of Palas.

Such keen traders are the Kohistanis, and so alive to the power of the rupee, that I believe that if the Government offered a rupee *per diem* for coolies to make a road from Thakot to Chilas, the whole country would flock in. It is no use treating with headmen; each man looks after Number 1. The Kohistanis are not an unusually fanatical lot, but are acute enough to keep their country closed against outsiders.

Any amount of sheep and goats. A few ponies, mostly brought down from Gilgit way. A number of donkeys, which are the principal pack animals in the country. Bear, markhor, ibex, leopards, and the usual small game to be met with in Kaghan.

Products, etc.

Crops, etc., rice, a little wheat, *jowar*, and millet. Grapes and fruit of all sorts. Cotton, tobacco.

At Sharid there are some 40 or 50 men engaged in gold-washing. Their takings vary from Rs. 2 to 8 annas a day, and a little gold is also washed out of the Indus sand at Jalkot.

The country is a self-supporting one, and the principal trade is—

Exports.—Gold-dust and woollen cloths.

Imports.—Iron, lead, sulphur, powder.

On the top of the Malik Seri pass I came across an empty Curtis and Harvey's powder flask which did not look very old, though the bottom had been knocked out of it.

The usual matchlock, sword, etc., but in addition a long heavy spear is carried with a broad iron blade about 8″ long by 4″ wide.

Arms, etc.

Almost all the above information was given me by a Puins Khel Kohistani who had fled owing to a blood feud at Sharid.

The Kohistani offered to take me all over the country next April if I was allowed to go.

Report on the passes into Kohistan from the Kaghan valley.

There are several passes more or less important leading out of the Kaghan valley on the west and north. Commencing from the north:—

1. The first is the Babusar, 13,400′, which has been fully described.

2. The next is the Botogah, Patoghar, or Lohe Lahol.

This pass runs north from the commencement of the Gittidas Nala, and is really a large valley, some 6 miles long by 2 broad.

This has, however, been traversed and described by Lieutenant Douglas, 2nd Bengal Lancers. (*Vide* Route No. 14.)

The only connection it has with Kohistan is that one road leads from it to Thak, and another rough goat track runs along in a W. S. S. direction along the northern crest of the Lulu Sar ridge into the Dudubudge valley; thence down to Chachargah aud Jalkot.

This road is called the Chor Gali, has an average elevation of about 13,200′, has snow lying on it for eight months in the year, and is very difficult.

Its only importance is that should the Kohistanis decide to attack a convoy going to the Babusar, this is the road that they would probably travel along, since the Lulu Sar lake and ridge would prevent their being attacked in flank by any covering parties from Basal.

3. The next in order along the frontier line is the Dudubudge, 13,300′ approximately.

This pass is not one of the main passes into Kohistan from Kaghan. However, it is on the main road to Thak from Basal.

The ascent is very easy, but the descent rather difficult. Its principal importance is that by means of it the Chachargah pass is

rendered incapable of defence by the Kohistanis, since it completely turns it. The Dudubudge Nala joins the Chachargah Nala at Chachargah, and is part of the same system.

4. The Chachargah pass, 13,400′. The easiest and most important pass into northern Kohistan valley. Described hereafter.

5. The Gitiwali Nala. Is a small valley, also completely turning the Chachargah pass; the two valleys also meet at Chachargah.

Owing to the fact that above passes, 3, 4, 5, all meet at Chachargah some 5 miles down the Kohistan (Jalkot valley), it is impossible to hold one without holding the other two.

This means holding the north ridge of the Aphuta Pani Nala for 3½ miles.

The whole of this ridge could easily be shelled from the opposite hills. If the Kohistanis ever meant mischief, they would hold the mouth of the Aphuta Pani in our territory, where it is only ½ mile wide.

After a very careful examination of the vicinity of the Chachargah pass, not the smallest signs of the presence of Kohistanis having been there were detected.

6. The Bas Galli pass leading from Dunga Katha into the Jalkot valley down the Shush Gali.

This is a mere Gujars' track, is not generally used, nor is it of much importance, since it is devious and out of the way.

7. The Shush Gali, 13,500′. Leading from Domel up the Lal Mokaddam Sapat Nala into Kohistan Sapat. A very difficult high pass, not at present practicable for mules, and turning the main Sapat pass. One long day's march from Domel to Kohistan Sapat. Only open for four months in the year, and not generally used.

8. The Sapat, 13,400′. The main road from Jalkot to Kaghan and Kashmir. Described hereafter.

9. The Dhomdoma, 13,603′. Much used by men and unladen animals. More difficult than the Sapat, but shorter. Described hereafter.

10. The Nila Nadi or Harifa, from Bhimbal turning the Dhomdoma. Only practicable for hill-men, and exceedingly dangerous.

The above comprise all the known tracks into northern Kohistan (Jalkot) from Kaghan.

11. The Hotri, from Singal to Kohistan and Palas.

The portion up to the Malik Seri crest-line is easy; the remainder down to Pul Bela is impassable for animals.

12. The Malik Seri. Described hereafter.

(11) and (12). Lead to Palas from Kaghan.

Description of the Chachargah pass.

Leaving camp at Basal, the road runs due north to the Lulu Sar lake, and is easy going. From here it ascends and keeps along the rocks on south-west edge of the lake and some way above it, about 200′. At 1½ miles the road again descends into the Aphuta Pani Nala, which it crosses and goes over to the left bank, 11,300′. Up to this point the road is easy, and could be made practicable for mules in a very short time. Road runs along left bank of *nala* for a short time, and is bad. At 2 miles *nala* is again crossed, and a steep ascent is made up south side, up about 800 feet.

This portion is bad. From here road runs along level and well up the bank, till at 3 miles the junction of the Dudubudge Nala is reached, 12,400′. Road easy and level, with now and then pieces of rock.

From here road runs north up the Dudubudge valley, rapidly ascending, but with no difficulties. Steepest slope $\frac{1}{5}$. At 6 miles the valley becomes level again. From here is one road branching off to the right to Dudubudge.

Road turns west and ascends to the crest of *kotal*, which is reached at 5½ miles, 13,400′. Very easy for mules.

At the top about 100 yards of snow had to be crossed. Road then runs down an easy spur north-west into the open Chachargah valley.

At 6 miles water is reached, and the road runs down the *nala* north-west. Very easy going.

At 7 miles the valley narrows at a small Gujar settlement called Kol Makoli, eight houses and several remains of sheep-folds, etc.

From Kol Makoli the road continues in the same direction, and is easy going, though the descent is much more rapid. Several snow bridges are crossed, and patches of boulders. At 9 miles a more open patch is reached, where there are two Gujars' huts; at 10 miles the Gitiwali Nala is reached, coming in from the west. And here there is an excellent camping-ground for three regiments, with plenty of timber and grazing. Here were the remains of two Gujars' huts. At 11 miles Chachargah is reached, 4 huts. A wide open *maidan* with several well-marked tracks leading to Thur, Sapat and Dudubudge. The bottom of the Chachargah Nala is about half mile wide.

A very easy march from Basal. Wood, water and grazing available almost anywhere, and the heights on each side easy to crown, since they mostly consist of rolling downs, and do not ascend more than 1,000′ on each side.

By far the easiest road into Kohistan from Kaghan valley.

Description of the Sapat pass.

Starting from Sahoch, 7,850′, at 9 A.M. the road runs north up right bank of *nala*, gradually ascending. It is bad, but fit for mules. At 1 mile the road crosses a large ravine coming in from the left, and then commences a very steep ascent of 1,200 at the Randi-ki-Katha. Average slope of hill ½. This piece is quite impassable for Government mules at present.

10 A.M.—Road then runs along fairly level ground, 1,000 above the stream, and takes several very sharp turns on the cliff, one of these at Kangur-ki-Koti being quite impassable for mules, with a very steep ascent and descent. Very difficult even for coolies.

At 3 miles road runs level amongst pine-trees, and then drops into the bed of the stream. A snow bridge crossed at 3½ miles. Road here could easily be made fit for mules.

11 A.M.—Domel is reached about 9,500′. There are here about 20 Gujars' huts. Ample room for two regiments to encamp. Flat plateau with plenty of water, timber and grazing.*

Halted here, and then went 2 miles up the Lal Mokaddam Nala to the east along a narrow ridge very steep for the first ½ mile, and

* NOTE.—The Balakot Gujars come here. Guides should be obtained from them.

then easy. From a point 2 miles from Domel saw that the head of the valley was completely blocked with snow and at present impassable, so had to return. About 3 miles further up the valley is a village called Sapat, 10 huts, and from here are roads:—

(1) To Bas Gali.
(2) To Aphuta Pani.
(3) To Kohistan Sapat *viâ* Shush Gali. One long day's march.

All the above roads very difficult.

1 P.M.—Started up north-west branch of *nala*, crossing and recrossing it several times, over snow bridges. Road generally easy, though a steep ascent.

1-50 P.M.—At 5 miles Sapat, 10,575′, is reached. No timber. 20 houses. Ample grazing and water. Room for two regiments.

Road then ascends north-west up left bank of *nala*, and is very bad going for 1 mile (6 miles).

Snow began to fall, rendering marching slow.

Road then gradually trends north and north-east, and is very steep and almost impassable for animals.

4 P.M.—At 7 miles the height is about 12,500′; ground covered with rocky boulders. Road then becomes more level and runs into a sort of crater surrounded by black rocks.

The foot of the *kotal* is then reached. *Kotal* consists of a razor-back 300′ high, and is very bad going.

5 P.M.—The crest of the *kotal*, 13,400′, is reached. A very hard and difficult climb altogether. Only two men were able to get up.

Snow ceased falling.

From here road runs north-north-east to the so-called Kohistan Sapat or Burj Beik (*Beik.*—Sheepfold). At Burj Beik are 6 Kohistani houses, at present empty. About 1 mile beyond is the entrance to Shush Gali.

Snow falling.

From *kotal* back to Sapat one hour's hard march. Halted 6 P.M.

Note.

The difficulties of the above march perhaps are exaggerated since a start was not made till 9 A.M. owing to the rain, and the snow falling made marching slow. However, in its present state, the pass is impassable for mules.

The next morning (October 2nd) the hills between the Sapat and Dhomdoma pass were crossed with a view to seeing if there was any road into Kohistan over them, but the ground is absolutely impassable.

8 A.M.—Left Sapat, and marched through the snow up road to Sapat pass for ½ mile. Thence ascend rapidly to 12,000′, direction south and south-west, and along Gujars' path, at the head of the Kangur and Randi Kathas, keeping as high as possible. Road covered with ice and snow.

10-15 A.M.—The crest of the east side of the Dhomdoma-ki-Malli is reached. Track then descends into *nala* at 5 miles and goes north.

This *nala*, though apparently easy and open, ends in a *cul-de-sac*. Should, however, there be any chance of making a road over the Dhomdoma, this *nala* should be explored.

Road crosses *nala*, and again ascends south-west to about 13,000′, keeping as high as possible over very rough ground, impassable for men in boots; but in grass shoes and with a plentiful use of hands contrived to get along. Snow began to melt, and rocks very slippery.

12 NOON.—Road continues the same. At 1 P.M. direction suddenly changes to north, and here a black crater is reached, 7½ miles from Sapat. Slight descent. The ground covered with very large loose boulders at an angle of ⅓ and ½, and up the pass there are about 1,000′ of boulders very difficult going; at the end of this 600′ of razor-back, which necessitate frequent halts.

The Dhomdoma pass.

1-45 P.M.—The summit of the *kotal* is reached at 13,600′. On the north side some 500 yards of deep snow forming a cornice in some places.

From the *kotal* Paliat, four stages from Jalkot, can be seen. As far as can be judged, the going seemed to be easy. General direction north. About ¾ mile down the *kotal* on the north side several small lakes.

Saw some Kohistanis (armed) on the top. About 8 of them. As my own party was only 3, could not proceed further. They informed me that there were 250 men in Paliat prepared to raid down in the Narang direction. Shortly afterwards they returned towards Paliat, and we met another man bringing an unladen donkey over. Said that Paliat was full of men.

Colonel Hutchinson afterwards sent a spy to Paliat, who was beaten by the Kohistanis and kicked out of the place.

2-15 P.M.—Started to return to Dhomdoma. Road runs south-south-east for 1 mile, going over very rough boulders, and descending about ¼. At 1 mile the descent continues along a sharp knife ridge. Is very steep (at ½) for half a mile. At 2 miles the Gujar settlement of Malli is reached. Six well built houses with a deep ravine on each side. Road runs from here north-west for ¼ mile down to the bed of the ravine, and then runs along the right bank 1,000′ above the water-level for ½ mile. The road is unfit for laden mules. From here road descends 1,500′ at ⅓, almost into the bed of the *nala*, and is quite unfit for mules. From this point there is a somewhat better path leading to the Trangir Nala, down which possibly mules might go. Road down the bed of the *nala* is very bad indeed, crossing and recrossing several times, and is unfit for any formed body of men to move over.

Heavy snow began to fall and continued all night.

6-15 P.M.—At 3½ miles Dhomdoma was reached, 8,300′. A large camping-ground; 3 water-mills; 20 houses. Provisions procurable for small party. Plenty of timber, grass, and water.

The difficulties of the Dhomdoma pass may be estimated by the fact that there is a rise of 5,300′ in 3½ miles and that a party of three unladen men took four hours to descend from the *kotal* to Dhomdoma.

The road could never be made of any use for troops, though it is exceedingly likely the Kohistanis may raid down it.

The road could be completely closed by erecting a tower at Malli and putting a small levy police post (say 12 men) into it. Helio-graph communication can be established between Malli and Narang.

The Malik Seri and Hotri passes.

4 A.M.—Leave Bhimbal (7,900′) and proceed up the Nila Nadi Nala along left bank; general direction north-west. Road fair and could be easily improved. Several places would require blasting. At 2 miles begins a very steep ascent up 600′ of rock cut in rough steps about 2′ high (8,500′). At 3 miles a waterfall is reached, and from here road is level, and would require very little making. At 3½ miles the Singal plain is reached. This valley is about 1 mile long, ½ mile wide, and covered with water. At 4½ miles the end of the plain is reached, and here it branches into two parts—one branch running up to Malik Seri, and one to Nila Nadi. At the mouth of the Malik Seri Nala is a large *maidan*, dry and fit for a large camp (six regi-ments), with plenty of timber, water and grazing. Eight Gujars' huts.

6-30 A.M.—Road then runs almost due west. Is very easy, and would want little work to make it fit for mules. At 6½ miles the village of Malik Seri (12 huts) is passed on the right bank of the stream. Still keeping to left bank, at 7 miles the foot of the Malik Seri Kotal is reached.

From thence a steep slippery grass slope of ⅓, 2,000′ high, up which no animals were able to get at all. At 8 miles the summit of the Malik Seri Kotal was reached (14,000′).

12 NOON.—The last ascent is very difficult indeed, and only practi-cable for a laden mule on a dry day. On the top of the pass was snow, 12 feet deep, apparently of the year before. Road runs along sum-mit north for ½ mile, and then descends a *nala* to the village of Lehdi, which can be seen about 3 miles down. Descent looks very easy.

There is a path round the north edge of Malik Seri Sar running to the Hotri pass, but it was difficult. Two men were attacked by mountain sickness here, and had to go down. Self and a Kohistani guide ascended Malik Seri Sar, 15,400′, in hopes of getting a view, but were stopped by the snow commencing to fall. and had the greatest diffi-culty in getting to the Hotri Kotal (13,800′).

3-30 P.M.—The Hotri Kotal is about the same distance from Malik Seri village as the Malik Seri pass is. The upper portion is only 300′ high, and consists of loose shingle, while the whole lower portion is very easy, and a good road could be made since there is ample room to curve about.

7-30 P.M.—Reached Bhimbal.

The Malik Seri is the most direct and easiest road to Palas, but the last *kotal* is a very formidable obstacle. If a road was made, it should ascend the Hotri, skirt round the Malik Seri hill on the north, and descend to Lehdi by the Malik Seri road.

The Hotri pass, half-way to Pul Bela, becomes impassable even for laden coolies. The Malik Seri looks easy.

General remarks.

The above information can only be approximately correct since there was very little time to collect it in. The heights given are only approximate also, since my barometer was damaged on the Chachargah pass.

On every occasion I endeavoured to get my information corroborated by several men, but was not always successful, and have written nothing except what has been verified by at least two men.

With regard to the Kohistanis raiding on Kaghan, the most likely ways they would come would be over the Dhomdoma, and by Chor Gali down the Botogah valley and by the Sapat.

The best way undoubtedly to stop this would be to send a force *viâ* Basal, Chachargah and Paliat to Draza-ka-Pul, where all the roads leading to Jalkot meet.

A small post near Singal would prevent the Palas people doing anything, and would also serve to protect a depôt, which it would be necessary to form in case of an advance being made on Palas.

With regard to raiding from the Chor direction, the Allaiwals should be made responsible since they hold the country right up to Kundi.

The tree limit on the southern slopes of the hills is usually about 10,000 feet; on northern slopes about 11,000, and fuel would become a difficulty above those heights. Water and grass available almost everywhere.

If Jalkot were attacked, Draza-ka-Pul would be where a fight might be expected.

The Palas people would fight at Sharid in all likelihood.

The following information about Kohistan was collected in 1893 by Lieutenant Douglas from native sources :—

The country known as the Indus Kohistan is said to include the following valleys :—

On the left bank of the Indus—

Jalkot, Palas, and Kolai.

On the right bank—

Kandia or Khili, Seo, Patan, Jijal, Daber, and Raniliya.

The people speak a different language to those higher up the river, or perhaps only a different dialect.

They are said to be Shins, with a few of the other Dard castes—Yashkuns Kramins, and Dums. They intermarry to a certain extent with the Pathans, but apparently not with the Chilasis and other Shin tribes in the upper part of the valley.

Jalkot.—Jalkot is a large village 54 miles below Sumar. There are two bad *paris* on the road between Sumar and Jalkot. The usual stages are :—

(1) Panbar—24 miles; no village.

(2) Chuchung—28 miles, opposite Seo, and 2 miles above Jalkot.

The village contains 2,000 men. Their headmen are Misri Khan, Sher, and Yusuf. Rahatullah, one of the headmen, is said to have been killed in the attack on Chilas.

The Sapat water flows in 4½ miles below Jalkot, and the valley belongs to the Jalkotis. It is a large stream, said to be as big as the Astor river.

Palas.—The Palas valley is 32 miles below Jalkot. The stream is as big as the Botogah. There are three forts, one on the river and two up the valley, the highest being 6 miles from the mouth. They contain altogether 2,000 men. Headman Nek Ali.

Kolai.—The Kolai valley is 10 miles below Palas and about the same size. No fort. The village is 3 miles from the river and contains 1,500 men. Headman Wali Malik.

Kandia.—The Kandia valley is about 30 miles from Tangir on the right bank of the Indus. It contains about 1,500 men.

Seo.—Seo is about 32 miles from Kandia and 2 miles above Jalkot on the opposite side. The valley is as big as the Botogah, and contains 700 men in villages.

Patan.—Patan is opposite Palas. There is a fort on the river containing over 2,000 men. Headman Hazrat Ali. The road from Seo to Patan is very bad. It is two days' journey.

Jijal.—Jijal is opposite Kolai, and belongs to Patan. There are 400 men in villages.

Daber.—A valley 4 miles below Jijal. The village is 12 miles from the river and contains 700 men.

Raniliya.—A branch of the Daber valley containing 500 men. The people are independent, but usually combine with those of Daber.

CHAPTER IV.

SHINAKA (DARDISTAN).

The tract of country lying on either side of the Indus below Bunji to the Lahtar Nadi, where the Indus takes a final bend towards the south, is known throughout the surrounding regions as Shinaka, though in the Punjab it appears to be sometimes spoken of as Dardistan. This tract is bounded on the north by the great watershed which forms the southern limit of the Gilgit basin. On the east by Nanga Parbat and the mountain masses, which spring from it, on the south by Kashmir and Kaghan, and on the west by the Indus Kohistan. It comprises the districts of Chilas (including the Thak, Botogah, Gine, Bunar, Khinargah, Hodar, Giche and Thur valleys*), Gor, Darel, Tangir, Harban, Shatial, Sazin and Sumar, which are all described below. This tract is, roughly speaking, about 50 miles broad by 60 or 70 long.

The country is mountainous, and the ground rugged and stony. The mountains are arranged in ridges, and rise in some cases to 15,000 feet, the tops consisting mostly of precipitous peaks. Vegetation is met with only where there is running water; otherwise, the country is dry and barren. The higher ranges are, however, well covered with grass and forest and afford good pasturage for the flocks and herds of the inhabitants. The forest trees consist mostly of *chir*, *kachil*, *chilgoza*, pencil cedar and birch; grass does not grow below 10,000 feet, while, from 10,000 to 13,000 feet, the mountains are covered with small shrubs instead of trees, some of which afford good firewood. The principal passes across the mountains into Shinaka are the Chonchar pass, from Gilgit, and the Babusar, from Kaghan. There are several other minor passes, but none of them are fit for beasts of burden. These different passes will be found described below. All the passes are closed by snow during the winter months, when Shinaka can only be entered by the routes along the Indus.

Cultivation is only carried on in the vicinity of each village. Wheat, barley, Indian-corn and beans are grown. Wheat is sown in September and reaped in May. Other grains are sown in April, and reaped in September. Oxen, goats, and sheep are kept in large numbers, also a few buffaloes and asses, but no mules or ponies. Ordinarily one family possesses four or five cows, a pair of bullocks and fifty or sixty goats and sheep. It is not customary to milk the cows, as goats' milk is preferred. The inhabitants are Suni Muhammadans, and divided, like all Dards, into four castes—Shin, Yashkun, Kramin, and Dum, the Shin and Yashkun predominating. There are, it

* Douglas says that the district of Chilas proper consists only of the village of Chilas and the valleys of Gine, Botogah and Giche on the left bank and Khinargah on the right bank of the Indus. In this report the wider definition given above has been adhered to.

appears, none of the Ronu caste in Shinaka. Shina is the language spoken throughout the country. The people mostly acknowledge a nominal allegiance to the Maharaja of Kashmir, and pay annually a small tribute of goats and gold-dust. The Maharaja was till recently represented by an official at Chilas, but practically the people were independent and managed their own affairs. Each valley was, in reality, a small republican state of whose system of government Mr. Drew gave the following interesting account :—

"There is a general assembly of the people called *sigas*, which decides on almost every matter. It is called together by beat of drum ; men, old and young, attend it, but not women ; none who have the right to attend, are allowed to be absent, under pain of fine. In this assembly the rights of a minority are carefully guarded. I have been told that, if even one man, supposing him to be of any consideration, object to a policy, it cannot be carried out ; the assembly is adjourned for a few days, and in the interval effort is made either to convince the objector or to modify the proposal ; then meeting, they may perhaps have again to adjourn ; but in time something or other is sure to be arranged.

"The executive consists of a few men, may be five or six, *chosen* by the people in their assembly. These are called *Jashtero* in the Dard language. They are chosen for their wisdom ; but here, as elsewhere, wealth seems to have influence to convince the people of the wisdom of those who possess it. The office of *Jashtero* is not hereditary ; the *Jashteros* must be in general accord with the assembly ; else they will be displaced. The *Jashteros* deliberate together on a policy, but cannot carry it out without the consent of the assembly of the people, which they themselves call together. The *Jashteros* are also arbitrators to settle disputes about water and wood, and what not.

"Where the valley is large, like, for instance, Darel, each village has its own *sigas*, or assembly, which settles the particular affairs of that village, while for matters of more general policy the *Jashteros* of all the villages first meet, and make among themselves a plan to propose, and then a general parliament is called ; that is, the people themselves of all the villages together meet to hear and decide. If all of the villages cannot agree on one policy, then each is free to pursue its own without serving the federal bond. Thus, I have heard that some villages have joined with one power—have agreed to pay tribute—while others of the same valley have done the same to the rival power. But they could not, of course, actively join on opposite sides."

The men are of moderate height, healthy, with short necks, broad chests, and muscular legs. They are strong enough, but cannot stand hard labour, and are particularly bad as coolies. They fight well behind fortifications, as proved by the defence of Chilas against the Kashmir troops, but they will not stand for a moment in the open. They object to travelling under a hot sun, and would be altogether useless for military purposes, either as soldiers or as coolies. As a rule, each man possesses a sword and matchlock, but bows and arrows are also used.

The whole of Shinaka can probably turn out about 6,000 fighting-men as follows :—

Chilas	...	...	...	...	1,000
Gor	...	...	...	...	300
Darel	...	...	...	...	2,000
Tangir	...	...	...	...	1,500
Harban, Shatial, Sazin and Sumar				...	1,200
			Total	...	6,000

It must, however, be remembered that this is only a roughly approximate estimate.

At the beginning of winter the country is very subject to fever, which often causes great mortality. In the event of an expedition to Shinaka, the months of May or September would certainly be the most suitable season for it, both with regard to the crops and the climate.

The dress of the Shinaka people is much the same as that of other Dards. The walls and towers of their forts are built of rough stone and mud ; the enclosing walls are not, as a rule, more than 7 or 8 feet high. The roofs of houses are of wood. The houses are very small and built close to each other for protection against cold. They are sometimes two-storied. Two or three families usually live in the same enclosures.

English and Kashmir coins are very little in use, the people usually carrying on all transactions either by barter, or with gold-dust, or with their own *son* rupee, which is valued at 1½ British rupees. Salt and cotton clothes are principal imports; these are paid for in gold, which is obtained from washings and is valued at about Rs. 16 per *tola* (Indian).

The river Indus divides Shinaka into two parts. Douglas (1893) gives the following description of the Indus between Bunji and Chilas :—

General description.—The total length of the Indus from Bunji to the mouth of the Botogah stream at Chilas is about 50 miles. The fall in this distance is about 1,000 feet.

Breadth.—The river flows in a distinct channel, to which it is confined in winter, when its breadth is almost everywhere from 150 to 200 yards. There is a distinct bank all along on both sides which is seldom less than 100 feet high, so that the river nowhere attains a great breadth even when in high flood. I doubt if there is any place where it is ever 500 yards wide, though sometimes at some of the bends the breadth might be a quarter of a mile.

In two places the river narrows considerably, *viz.*, at the mouth of the Shingah Nala and again at Ges, half way between the mouths of the Bunar and Ke Ges streams. In both these places it flows between steep rocky cliffs on both sides, and the channel is about 100 yards wide.

Rise.—The river begins to rise with the melting of the snow about the middle of April. The rise is at first gradual and slight. Later on it is said to rise at times very rapidly.

The ordinary summer level appears to be about 20 feet above the lowest winter level. In some places where the channel is narrow and the banks steep it appears sometimes to rise to as much as 40 or 50 feet above its winter bed. In winter the current, though gentle in a few places where the river is very deep, is as a rule swift, and there are many rapids. The average rate in winter is probably from 3 to 4 miles per hour.

Nature of country.—The valley through which the river runs is mostly very narrow, quite barren and uncultivated, the most open part being the stretch between Darang and Ges. With the exception of Chilas itself, the villages and cultivation are confined to the lateral valleys, and the only inhabited places in the main valley are the villages of Darang, Ges, and Thalpin, all at the mouths of smaller valleys.

Astor river to Lechir.—The Bunji plain ends at the Astor river, and the valley then gradually narrows to the bend above Lechir, were the hills on both sides close in to the river. There is a high steep bank all along here on both sides.

Lechir to Darang.—From this point for about 6 miles on the right bank is a series of *paris*, steep, rocky hillsides coming right down to the water's edge. Thence to Darang the slopes are more gentle, and for two miles above Darang the ground is comparatively open.

On the left bank below Lechir the hills are not so rocky. Immediately below the Lechir stream is a small plateau above the river, but lower down, as far as the bend at Darang, the hills run steeply down to the river, ending almost everywhere in a very steep drop of several hundred feet.

Commencing at about 5 miles from Lechir are numerous hot sulphurous springs close to the water. The country people come from long distances in winter to take the mud from these springs, which they give as medicine to their flocks and cattle.

Darang to Ges.—Immediately below Darang the hills on the right bank again close in, and thence, till the Ges plain is reached, there is no open ground with the exception of a small space at the mouth of the Damasal Nala. Here there are some tamarisk trees and room for a small force to encamp. Just below Darang, and again just above the Ges plain, are two very bad rocky *paris*. In other places there is mostly a narrow ledge above the river, along which the track runs. The Ges plain is stony in some parts; in others loose sand. It rises towards the centre, and is quite bare of vegetation, the only cultivation being at the mouth of the *nalas*.

On the left bank between Darang and Ges the country is comparatively open. All along here are a series of narrow, undulating, stony plateaux, varying in width from ¼ mile to a mile, and intersected by deep *nalas*. These plateaux mostly terminate abruptly in a steep drop of several hundred feet to the river. They are covered with a sparse growth of grass and worm-wood. A mile below the mouth of the Bunar stream is a rocky *pari*; below this the hills again recede, leaving a stony plain at the bend. Both this and the Ges plain opposite have a distinct bank, 100 to 200 feet high, immediately above the river.

Ges to Chilas.—Below Ges on the right bank the hills are again close to the river at first; they then recede somewhat, and thence to Thalpin there is a narrow stony plateau. This plateau is mostly 700 or 800 feet above the river, with a steep drop down to it. Thalpin is situated on a small fan-shaped open space sloping down to the river, with a rocky ledge above the water. Below Thalpin the hills on the right bank again close in, leaving only a very narrow ledge 200 to 250 feet above the river, along which the track runs. There is an open stony plain opposite the mouth of Giche Nala, below which as far as Hodar the hills again come close down to the water's edge.

From the plain opposite Ges till the Thak valley is reached there is no open space of any considerable size. The river flows generally below a steep rocky bank, mostly inaccessible, and varying in height from 100 to 300 feet. Above this there is in most places a rocky or sandy ledge, along which the road is carried, and above that again are steeper slopes and in many places perpendicular cliffs. Just above the Thak stream a projecting spur slopes steeply down to the river, but it is not rocky.

The bottom of the ravine, through which the Thak stream flows, is about 600 feet below the plain to the west of it with steep rocky banks. This plain is stony and undulating, bare of vegetation, except for a little worm-wood. At its eastern end it drops to the river in a steep rocky slope some 700 feet high. Above the mouth of the Botogah the slope is most gradual, the bank immediately above the water being about 100 feet high. The Botogah stream also flows through a deep ravine with steep banks 500 feet high where the fort is situated, and gradually decreasing in height towards the river.

Chilas plain.—The Chilas plain at its eastern end is almost level at the top where it is stony and uncultivated. It then slopes gradually and falls in a series of terraced ridges to the river. It is intersected by numerous dry *nalas*, all of which are between steep banks. There is all along a sloping bank about 100 feet high above the river. The plain narrows gradually towards the Giche Nala, below which is another stony plain at the bend. Opposite Hodar the hills are down to the water, and are steep and rocky.

Means of crossing: raft ferries.—Below the mouth of the Astor river, where there is at present a ferry boat, the only means of crossing the river available are rafts made of *massaks*. A good raft of six *massaks* will carry 12 or 15 men at a time. Rafts are also made with logs of wood instead of *massaks*, but their carrying power is much less, and they are more difficult to manage. The rafts at present in use are one at the Jiliper post, one at Ges, and two at Chilas. There is also a log raft worked by the villagers at Chilas and a *massak* raft at Hodar. In winter rafts can cross almost everywhere where there are no rapids and the nature of the banks permit of access. In summer, however, when the river is in high flood communication is almost entirely closed for a time. I am told that the only place where the ferry works regularly all the year round is at Chilas, a mile below the mouth of the Botogah. The river here is about 200 yards wide, with a comparatively gentle current, a sloping bank on the left, and a high steep bank on the right, which is, however, easily accessible at the point of crossing.

Ferries.—The ferry at Darang, at the mouth of the Gor stream, is said to be closed for two months in the year. The river here varies from 150 yards wide in winter to about 200 yards in summer, with a fairly strong current.

At the mouth of the Bunar stream is another place, where a ferry can be worked in summer, but it is very difficult. It is used only in case of necessity, and the raft is towed by hand for about 400 yards up stream before crossing.

The ferry boat at the mouth of the Astor river can work all the year round. The river is here about 300 yards wide in summer. The boat will carry 50 men with ease.

In addition to the above, the following places are suitable for ferries in winter, and most of them are occasionally used;—

The bend just above Lechir.

Five miles below Lechir opposite to hot springs. There are usually some gold-washers living here on the right bank.

Opposite the mouth of the Damasal Nala. This is an easy ferry in winter, but the banks on the left are almost inaccessible when the river is high, and the current is very swift.

Just below the mouth of the Jiliper Nala.

Just below the mouth of the Shingah Nala.

At the mouth of the Am Ges Nala.

At Ke Ges, about 1,000 yards above the mouth of the stream. An easy ferry in winter. In summer the stream here is very rapid, but I think it would be possible to work a ferry.

Two miles below the mouth of the Ke Ges stream, just above where the river bends somewhat to the east. Easy in winter.

At the mouth of the Gine Nala. Easy crossing in winter, but the right bank steep and difficult.

About 1,000 yards below the Dungah stream. This place is marked by some gold-washer's huts on the right bank.

At the mouth of the Thak stream.

Near Thalpin, half a mile below the mouth of the Khinargah. This is a good deal used in winter, and is just below where the river narrows between rocks. River 150 yards wide; current 4 miles per hour in winter. The rocky nature of the banks on the left and the strength of the current render it useless in summer.

Below Chilas a ferry is frequently worked opposite the mouth of the Giche stream, and another at Hodar just below the mouth of the stream.

Bridges.—There are no bridges at present across the Indus. The Astor river is crossed about a quarter of a mile above its mouth by a new suspension bridge, span 172 feet, roadway 7 feet.

The places mentioned as suitable for ferries would probably be equally so for temporary flying or floating bridges. Were it required to make a suspension bridge, the narrowest places are at the mouth of the Shingah Nala and at the Ges plain; the span at the latter place would be little over 300 feet, and a bridge could be well protected by a work above it on the Ges plain.

Tributaries.—The following streams join the Indus in this part; they are the only ones that contain water all the year round :—

The Astor river, Thalicha, Lechir, Rakhiot, Phungatori, Sarawunch, Gor stream, Damasal, Jiliper, Shingah, Ganalo, Gonar, Lechirwai, Bunar, Am Ges, Ke Ges, Gine, Dungah, Thak, Khinargah, Botogah, and Giche.

With the exception of the Astor river, the largest of these is the Bunar stream, which always contains about 3 feet of water. The others are all insignificant streams in winter, easily forded or crossed by stepping from stone to stone. In summer they rise very rapidly.

Territory.—The country on the right bank of the river from the Sagasal Nala, 2 miles below Bunji, to the eastern watershed of the Khinargah, belongs to Gor. Below this it belongs to Chilas as far as the independent valley of Hodar. On the left bank the Hattu Pir and ground immediately below the Astor river belongs to Astor. The people of Gor claim the right of grazing in the valleys from Lechir to Gonar inclusive. Lechirwai and Bunar belong to the people of the latter. Below Bunar the whole of the left bank to past Giche belongs to Chilas. (The Thak valley is independent of Chilas, but the people of the latter have the right of grazing in the lower part of the valley, the boundary being at a place where the valley is very narrow, about 3 miles above its mouth.)

Douglas has also furnished the following report on the river Indus below Hodar :—

General nature of country.—The general nature of the country through which the river flows below Hodar, is very similar to that immediately above. On both banks rocky cliffs alternate with comparatively open stony and sandy stretches along the foot of the hills.

The actual banks of the river are, as a rule, high, though on the left bank at the bend below Hodar and on both banks near the mouth of the Thurial Nala the ground slopes gently down to the water's edge.

River.—The river itself is at this season of the year (December) from 150 to 200 yards wide throughout. Except at the rapids the current is not very strong, averaging perhaps about 3 to 3½ miles an hour. Between Hodar and the mouth of the Thur Nala there are four rapids one of which is strong. There is also a strong rapid just above Hodar. All these can be navigated by a lightly laden *massak* raft. Below the mouth of the Thur Nala, the river is said to be navigable for rafts as far as the Darel stream. Below this is said to be some bad water where rafts cannot go.

Roads.—There are roads along both banks of the river. Both these are very bad and impassable for mules. On the left bank there are bad rocky *paris* opposite Hodar and again just above the Thur stream. Across the first there is a difficult track, passable only by men and goats. I did not go over the latter, but the road, as seen from the right bank, appeared very bad. Below Thur there is said to be easy going on the left bank for some miles.

On the right bank there are only two short rocky bits above Thur where the road is really bad, and of the two this road is the best. Below the mouth of the Thur stream it appeared to get bad again. The only way by which animals can be brought up and down the valley is by swimming them from side to side.

Other roads.—Of other roads there is a track, said to be practicable for cattle, up the Hokargah to Khanbari and thence to Darel; a track up the Thurial Nala to the small village and grazing there, and a road up the Thur Nala to Thur fort and thence by the Zure pass into the Chachargah valley, with branches to the head of the Giche Nala and into the Botogah valley.

Ferries.—There is a raft ferry at Hodar and one at the mouth of the Thur stream. Further down there is a ferry at the mouth of the Harban stream which plies summer and winter.

Villages.—As far as I have seen it, there are no villages in the main valley, nor any people inhabiting it except a few families of gold-washers, who live in caves or stone huts by the river. Further down, I believe there are no villages till Shatial and Sazin are reached. The latter fort is said to be 1½ miles from the river bank.

Navigation of the river.—In winter *massak* rafts can go down the river without much difficulty and, if not too heavily laden, can cross most rapids. Captain Powell and myself went from the mouth of the Giche Nala to Hodar, and again from Hodar to within 2 miles of the mouth of the Thur Nala in a five *massak* raft carrying seven men, including two rowers. Rafts are said to be able to go from Chilas as far as the mouth of the Darel stream without ever leaving the water. Below that there are said to be some bad rapids, where they have to be carried round. The rafts can be worked by two men, and the average rate of progress is from 3 to 4 miles an hour. They are very safe, the only drawback being that the water frequently splashes over them at the rapids.

Should it ever be necessary to make an expedition down the river from Chilas, rafts might well be utilised for the conveyance of stores. Tarpaulins under and over the things would be sufficient to keep them dry. Rafts must be towed up stream.

CHILAS.

Scott gives the following account of Chilas:—"Chilas is conterminous with the last 10 miles of the British valley of Kaghan, on its southern side; its boundary then continues along the crest of this range for the next 30 miles to the Nanga Parbat (mountain), elevation 26,620 feet. It then turns north, following the crest of a spur to the banks of the Indus. It is thus far conterminous with Kashmir territory.

"On the north the river Indus is the boundary,* and on the west the crest of a spur dividing it from the Harban valley. This spur runs from Lulu Sar to the Indus.

"The mountains which confine it, from their crests, between 16,000 and 26,620 feet, down to an elevation of 10,000 or 11,000 feet, are snowy and rocky wastes, the only pieces of green being narrow strips here and there in the beds of the water-courses, where these have, at intervals between the rugged rocky falls which characterise their courses generally, lengths of 3 to 4 miles almost level. On these green strips flocks and herds are brought to graze for three to four months of each year.

* This does not appear to be the case as the Hodar and Khinargah valleys on the right bank of the Indus are included in Chilas according to Ahmad Ali Khan. Douglas includes Khinargarh in the Chilas district proper.

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"As the elevations of the mountains decrease, juniper bushes and birch trees appear; these are succeeded lower down by grand forests of pine down to an elevation of about 6,000 feet. The spurs, where thus forest-clothed, are generally broad and bold, with sloping sides, covered with a luxuriant growth of grass and wild vegetables, rhubarb, onions, carrots, garlic, &c.

"On these slopes thousands of cattle and sheep, tended chiefly by Gujars, graze during the summer months. The mountains in some places end abruptly in rocky cliffs on the bank of the river; at others they stop short two or three miles from the bank, leaving small basins, some covered with the *débris* of landslips and avalanches, others wider and well cultivated. In the largest of these basins, among wheat-fields dotted with fruit trees, lies the village of Chilas. Near this village one of the largest water-courses from the snows enters the Indus, known as the Botogah Katha. It takes its rise among the peaks above the Lulu Sar lake in Kaghan, and receives much of the surrounding drainage; among the rest the Thak Katha,* which rises at the Babusar pass near Gittidas, the extreme limit of the Kaghan glen. In this lies the fort or village of Thak, containing about 100 scattered huts and shanties. The pathway from Chilas to Thak, and thence over the Babusar pass, is the one generally taken by traders from Chilas to Kashmir or Hazara; to the latter through Kaghan, the Saiads of which valley levy a pretty considerable toll from the traders in wool, goats' hair, *ghi*, gold-dust, blankets, and shawls, which is, or was, very prohibitive to trade along this line, though perhaps not worse than along the Kashmir lines.

"The inhabitants resemble in physique, clothing, habits, and to some extent language, their neighbours in Astor and Gilgit. They are not Pathans. In creed they are Muhammadans and Sunis, and seem very subservient to their priests; their government appears to be patriarchal,— a government by *jirga*. But the inhabitants of Chilas itself, at least, acknowledge the suzerainty of the Maharaja of Kashmir, and pay a nominal tribute of a few shawls, blankets, wool, and gold-dust.

"This appears to have been customary for about the last fifty years,—that is, since the Sikh armies first overran upper Hazara. They appear to have invaded Chilas from the valley of the Kishan Ganga, crossing into Kaghan, then over the Babusar pass *viá* Thak to Chilas, thus crossing over at least two snow-covered passes exceeding 14,000 feet in elevation.

"The mutinous sepoys of the 55th Native Infantry from Peshawar in 1857 followed the course of the Indus as far as Chilas; then crossed the Babusar pass to Gittidas and the Lulu Sar lake; then turned sharp to the left up a lateral snow-clad valley known now as Purbiala Katha, and surrendered under an ice-covered pass above a lake at its head.

"The Chilasis are a quiet, peace-loving people, and though possessing a few matchlocks and carrying swords, seldom seem to use them. Their clothing consists of short woollen jackets and trousers; round caps with the edges rolled up, made of wool, grass or plaited raw hide; sandals and gaiters on their feet and legs: these

* This is not the case. The Thak and Botogah both fall direct into the Indus.

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last are also at times made of black wool. Their traders penetrate to Kashgar and Yarkand on one side, and to Amritsar on the other taking with them gold-dust, shawls, and blankets; their *ghi* and hides being sold nearer home. Small bags of gold-dust generally answer for coin, but I have also seen them use Kashmiri and other rupees, and also gold *tillahs* from Bokhara. Except a few square miles round Chilas village and smaller patches near Thur and Thak, there appears to be little or no cultivation, the chief food of the people being the produce of their flocks and herds.

The "Mullah" says:—

"The Chilas plain is well cultivated, and has a great abundance of fruit trees, more particularly the mulberry. The tobacco grown there is noted for its strength. There is very little money in the place, but the people estimate their wealth by their stores of *ghi*; the *ghi* is buried in the ground, where it is said to remain in good preservation for a century and more, turning from yellow to red as it gets older. The mountains about Chilas are well covered with grass, and, though what I could see of them had not much forest, no doubt there was as great profusion in parts as elsewhere."

As regards the inhabitants, Mr. Girdlestone, when Resident in Kashmir, estimated the population at 8,000 or 9,000 persons. Major Biddulph says the whole community can muster about 3,000 men capable of bearing arms. But it would seem from the more recent reports of Lieutenant Douglas that 1,000 men is a fairer estimate.

Mr. Drew states that the predominating castes are the Shin and Yashkun castes or divisions of the Dard race; the people, Dr. Leitner says, call themselves "Bhot".

The inhabitants speak a dialect of the Dard language, which has no written character, and is called Chilis. They profess the Suni faith, and are most bigoted and fanatical. Mr. Drew says captives taken in war are kept as slaves, but that slave-dealing is not practised. Those sold as slaves are usually sent to Badakhshan and Turkestan. According to Biddulph, captured Shias are put to death instead of being reserved for slavery.

The Chilasis were formerly noted for their raiding propensities. Regarding this Mr. Drew states:—

"Until about 1850 they used to make occasional expeditions for plunder into the Astor valley. Often they came over the Mazeno pass to reach the higher parts of the valley, while for Astor itself which they also attacked, they came round by the Hatu pass and Doian. The plunder they came for was cattle and people to make slaves of; their captives they do not sell, but they keep them for their own service, making use of them to take their flocks and herds to pasture. But since it would be almost impossible to keep grown men as their slaves at such work, where opportunities for escape would be plentiful, they used to kill the men and carry away only the women and the young people."

In consequence of these raids the Kashmir Maharaja in 1854-55 invaded Chilas, the fort of which was only taken after a very

stubborn and desperate resistance. The Kashmir troops appear to have entered Chilas in two columns, one from Kashmir by the Lulab valley, the other from Astor by the Mazeno pass. Subsequent to these events the annual tribute was fixed at 100 goats and 5 tolas of gold-dust.

Mr. Girdlestone says that the inhabitants have of late years given up their marauding habits, and have settled down to agriculture; they have also taken more ground into cultivation. In summer the people live on their farms, but in winter the greater portion flock to the fort of Chilas, to avoid the severity of the climate, which is much more felt in outlying districts.

Major McNeile, Deputy Commissioner of Hazara, says the Chilasis have a reputation for bravery, and from his account they appear to be fairly armed. He reckons them at 6,000 fighting men,* armed with matchlocks, swords, shields, spears, &c. They have also a few muskets taken from the 55th Native Infantry in 1857. Saltpetre and sulphur are natural products, and the Chilasis manufacture their own gunpowder. Lead, however, they have to import.

They are on friendly terms with the Kohistan tribes, and would probably obtain aid from them. He says:—"Chilas is rich in agricultural wealth, and supplies are plentiful, but transport would be difficult. Roads would have to be made, as there are none existing except goat tracks. The passage of laden animals would be difficult." They are in no way dependent on us. There are no rains in Chilas, and it is said to have an excessively hot climate. Cultivation is carried on entirely by irrigation. In the villages the different races are intermixed.

The following notes on Chilas by Lieutenant Douglas were written in 1893:—

The Chilas plain is intersected by the Botogah stream, which flows between steep banks about 500 feet high below the old fort.

From the Botogah the plain extends westwards as far as the Giche Nala, gradually narrowing and becoming more broken and intersected by dry water-courses as Giche is approached.

The old fort and village of Chilas were situated on the left bank of the Botogah stream, about 1¼ miles from the Indus. Between the village and the river the ground is all terraced and cultivated, the cultivation extending for about a mile along the river bank. There are also many patches of terraced ground in the *nala*, but apparently they have not been cultivated of late.

The fort has not been inhabited since it was taken by the Kashmir army; it has lately been entirely demolished.

The village, which has also lately been pulled down, contained about 80 houses. Most of the inhabitants have also land in the valleys, where they spend the summer months.

A new village is now being built between the old fort and the river about ¾ of a mile from the latter.

* He, whoever, appears to include in this the whole of Shinaka as he mentions Gor, Tangir and Darel among the list of villages.

There are a great many *chinar* trees about Chilas, also many mulberries and walnuts. Blackberries are very plentiful, and myrtles and oleanders grow in many places.

The fort and village were supplied with water by a large and well constructed canal coming from the Botogah stream about 1½ miles above. Below the village the water is used up for irrigation purposes.

Of the history of Chilas I have been told the following:—

Formerly two tribes lived in Chilas, the Bhote and the Machukai. They were descended from two brothers and occupied separate forts, the ruins of which are still in existence. These two tribes quarrelled and fought. The Machukai were defeated and left the country to the number of 600 or 700. They settled in various parts of the surrounding country, some in the neighbourhood of Astor, but the greater portion in Hunza and Nagar. This is said to have taken place 200 years ago.

The old fort taken by the Kashmir army is said to have been built 60 years before the Kashmir invasion. The Chilasis say that at the time of the invasion they could muster 1,200 fighting men; now they have only 120 real Chilasis or Bhote, the remainder of the population being immigrants from other places.

It is evident that at one time the country was much more thickly populated than it is at present. There are many ruins round Chilas itself, and both there and up the valleys there is a great deal of terraced ground, which has evidently been uncultivated for many years.

No satisfactory explanation is given of this enormous decrease in the population. The Chilasis themselves attribute it entirely to sickness. They say that in the last 30 years there have been two bad epidemics of cholera, while periodical outbreaks of small-pox carry off large numbers of the people. Inoculation with the actual virus for small-pox is universal in the country.

The principal roads into Chilas from British and Kashmir territory are the following:—

From Kaghan by the Babusar pass, from Shardi by the Barai and Kamukdori passes, and from Tashing in the Astor valley by the Mazeno and Thosho passes. There is also the road from Bunji to Chilas along the left bank of the Indus which has recently been made practicable for mule traffic.

With the exception of the Mazeno and Thosho routes, we have details of these roads and they will be described hereafter.

The road from Bunji, recently constructed, which is now held by a chain of posts on the left bank of the Indus, runs through a desert; one solitary tree alone is passed in the fifty odd miles which separate the two places; not a single village, not a cultivated field meets the eye along the whole route on the left bank. A series of great ravines, down which drain streams fed from the glaciers and snow-fields of the mighty Nanga Parbat, have to be crossed. These vary in character according to the width of the alluvial deposit between the Indus and the mountains. In some cases the road descends from five hundred to a thousand feet, zigzagging down the precipitous face of a boulder cliff, before the stream is reached: in others, such as the Buldar and Rakhiot, two famous *nalas* for *shikar* some fifteen miles below Bunji, the Indus washes the base of the mountains and, the road runs under cliffs just above high-water level, crossing the

ravines where the banks are low and insignificant. But in nearly all cases the same peculiar features are noticeable; the stream cuts its way out through a precipitous gorge in the solid rock of the mountain base with a width of only some fifty feet, and in its further course through the alluvial fans widening to a breadth of from a hundred feet to six hundred yards. If you follow up a stream, in many cases it is almost impossible to force your way up the narrow bed. Gigantic cliffs, worn smooth by centuries of flood, rise perpendicularly above you, and the way is barred by huge piles of rock jammed between the cliff walls down which rushes and foams the impetuous stream. But by persevering a way may be found, and to anyone who will take the trouble to climb a couple of thousand feet or so the view generally repays the labour. The narrow gorge opens into a vast amphitheatre many miles across, below are bare and forbidding precipices, above sweeps of pine forest, and above this belt the graceful birch copses, and then, as far as the eye can reach, sweep after sweep of eternal snow. The whole drainage of this huge area forces its way out through a narrow crack, which you can perhaps not distinguish at all below you, and it is not to be wondered at that the floods, which in summer roar down these wild hillsides to join the Indus, emerge with irresistible force and cut deeper and deeper the alluvial deposits in the main valley. Cases occurred last year of a stream cutting out its bed to a depth of twenty feet in a single night. But perhaps the most striking phenomenon is the flow of a mud river which occasionally takes place. After a period of prolonged rain, such as occasionally occurs in this region, the sodden mountain sides send down streams of mud and rock which, forming into one solid river in the main ravine, flow out in one mass into the plain. In 1892 there was a series of these floods, and on the road to Chilas nearly every ravine showed traces of mud streams, which must have been in some cases thirty to forty feet deep, and a hundred feet and more in width.

As a rule, the left bank of the Indus from Bunji to Chilas is much easier than the right. The great mountain range stands further back, and you cross long low spurs and open plains, which only require people to take them in hand to be turned into broad strips of luxurious cultivation. On the right bank it is different. Five tiny villages are seen between Bunji and Chilas: Taliche opposite the mouth of the Astor river, Darang at the mouth of the stream which waters the upland villages of Gor, Am Ges, and Ke Ges, some twelve miles above Chilas, and Thalpin exactly opposite the latter. But the whole fifty miles is one series of tremendous cliffs rising sheer out of the river. From below you cannot catch more than a glimpse of the Gor villages, which are perched up on a plateau about 7,000 feet high, above which stretches a magnificent forest, many miles in extent.

With regard to our previous relations with Chilas, only a brief account is necessary.

The Chilasis up till quite recently, had never given trouble to the British authorities. They used to come into Kaghan for the purposes of trade, but were looked upon as a quiet, peace-loving people. After the re-establishment of the Gilgit Agency in June 1889, they, as well as the other Shinaki tribes, began to shew signs of unrest.

At the beginning of 1892, it was reported that the people of Chilas had threatened to murder the Kashmir *Darbar's* news-writer and had expelled him from their country. During February rumours prevailed in Gilgit that there was an increasing feeling of unrest in Chilas, and that the Shinaki tribes intended rising and attacking Bunji, but an epidemic of small-pox in Chilas, and the successful termination of the operations in Hunza and Nagar, appear to have deterred the tribes from rising. The state of unrest, however, continued, and it was reported that there was a general fear in Chilas of invasion by British troops. The British Agent at Gilgit was instructed to avoid any conflict, and to send a conciliatory letter to the headmen. The bearer of this letter, who was to receive the Kashmir tribute, was, however, refused permission to cross the Indus into Chilas, and no written answer was given to the letter, a verbal message being sent to the effect that the tribute would be paid in a month's time. Subsequently (on the 2nd July) a deputation of Chilasis arrived at Gilgit, and had an interview with the British Agent. They were respectful in their demeanour and agreed to all the British Agent said to them; on departing they took back with them the Kashmir news-writer, whom they had previously expelled, and expressed regret for their past misconduct, at the same time offering men for military service.

On the return of the deputation to Chilas, however, they failed altogether to carry out their promises; the position of the news-writer was no better than before, and the Chilasis began raiding again into Kashmir territory. In reply to a letter from the British Agent with regard to these raids, the headmen wrote that they could in future receive no instructions from Gilgit of any kind, and that they would never agree to a road being made through Chilas. The Kashmir news-writer was therefore recalled, and reached Gilgit on the 11th October having been fired at and slightly wounded as he was leaving the country. As a means of keeping the Chilasis in order, it was proposed to occupy the tributary state of Gor by a Kashmir force, which could exercise a check on the raids from Chilas.

At the invitation of the headmen of Gor Surgeon-Major Robertson with a small escort, consisting of fifty men of the Punial levies, sixty or seventy men from the Sai valley, many of whom had connections in Gor, and fifty sepoys of the Body-guard Regiment, Kashmir Imperial Service Troops, paid a visit to that state in November with a view to discussing arrangements for pacifying the frontier, and met with a friendly reception. While at Ges reports were received that the Shinaki tribesmen were preparing to attack the mission, and Dr. Robertson accordingly decided to advance to Thalpin a better position than that at Ges in the event of an attack.

On the 15th November he moved from Ges to Thalpin, a distance of ten miles, and on the 17th, as reports still continued to be received that an attack on his camp was impending, a party crossed the river and burnt the village of Chilas with the exception of certain mosques and other buildings. On the following day the headmen of the Thak valley having expressed their wish to come in to pay their repects, a raft was sent across to bring them over. This raft was fired on and out of the six sepoys on it only one escaped. Captain Wallace, 27th Bengal Infantry, who went to the help of the sepoys was also severely

wounded. On the morning of the 19th a determined attack was made on our position at Thalpin, but was defeated with heavy loss to the enemy, who were said to have had between sixty and seventy killed, and many wounded.

On the 21st, re-inforcements arrived from Bunji. On the night of the 26th a convoy proceeding from Bunji to Thalpin was attacked by a large force of Darelis and Tangiris. This attack was beaten off and at daybreak the enemy's position was attacked and carried with a loss on our side of seven men wounded, the enemy having fifty killed. On the 27th November the tribesmen were attacked in front of Thalpin, but broke at once and fled. The people of Bunar and Thak then came in, and Chilas which was found deserted was occupied by our troops on the 30th November. At the beginning of December the Chilas *jirga* came in and made their submission and affairs appeared to be settling down in the Indus valley. The contingent sent from Darel and Tangir to help the Chilasis appears to have numbered about 2,000 men, but, comparatively few men of Kolai, Palas, Sazin, and Harban took part in the fighting against us.

After the occupation of Chilas, on the 30th November, that place continued to be held and was garrisoned by 300 men of the Body-guard Regiment of the Kashmir Imperial Service Troops, and a chain of posts was established connecting it with Bunji. Major Twigg, 12th Bengal Infantry, was in command from November 1892 till the middle of February 1893, when he was relieved by Major Daniell, 1st Punjab Infantry.

The post occupied by the Kashmir troops had been made extremely strong, and consisted of a *sangar* 70 yards square with walls 4½ feet high.

The post was about 1½ miles from the Indus on the left bank of the Botogah stream. The village of Chilas, which had been burnt in November and was in ruins, was 350 yards to the north-west of the post; and another 50 yards to the north were the remains of the old fort of Chilas also in ruins.

Attack on the Chilas post on the 5th March 1893.

For some time rumours of an impending attack had been received at Chilas, but these had proved false so often, that the arrival of the enemy on the night of the 4th March was in the nature of a surprise. Awakened in the middle of the night by the sentries who had heard the sound of firing and the beating of drums in the ruined village, Major Daniell ordered the walls of the entrenchment to be lined and awaited the enemy's attack. When the latter had advanced to within 200 yards of the post, Major Daniell gave the order to fire, and two volleys caused them to fall back and take cover in the village. About 4 A.M., Major Daniell ordered Lieutenant Moberly, 37th Bengal Infantry, to take 35 men and see if he could drive the enemy out of the village. This attack failed and Lieutenant Moberly was obliged to retire on the post with a loss of one man killed and three wounded, he himself being also slightly wounded.

At about 9 A.M., Major Daniell with a hundred and forty men sallied out from his entrenchment and attacked the village in front and flank. It is extremely difficult to get an accurate idea of what happened, but from an examination of the ground it is evident that Major Daniell turned his attack into an encircling one for he was

shot in front of our entrenchment, after having passed completely round the village. The senior native officer left, Adjutant Naim Singh, led his men gallantly into the village, and was killed at their head. For two and-a-half hours the fighting continued, the enemy being driven further and further into the village ; then, finding all his seniors shot and his men running out of ammunition, Jemadar Gan Singh withdrew in good order, bringing away all the wounded. No further re-inforcements could be spared from the entrenchment, but a covering party was sent out by Lieutenant Moberly to check the enemy. This proved unnecessary, the men of the Body-guard retiring in good order, continually facing the enemy and driving them back into the village by an accurate and steady fire.

During the rest of the day, and till after midnight, the enemy kept up a harmless and desultory fire. Under cover of this they were burying their dead, and drawing off. In the morning none remained but the dead, forty of these unburied, and eighty, as was found subsequently, hurriedly buried under piles of stones or huddled into old graves which had been re-opened. The road taken by the enemy was marked by graves, and some fifty men were buried at their first halting place, Thur.

Our losses had been, besides Major Daniell, three native officers and nineteen men killed, while Lieutenant Moberly, one native officer and twenty-eight men were wounded.

The enemy's loss was estimated at about 200 killed, besides many wounded. Their number was estimated at 1,200 and consisted for the most part of Kohistanis.

Immediately on receipt of the news of the above attack, re-inforcements were ordered up from Bunji and reached Chilas on the 9th March. Fifty rifles of the 15th Sikhs and two mountain guns were also sent from Gilgit, and the garrison of Chilas was thus raised to over 500 rifles with two guns.

No further attack, however, was made on the post, and the enemy were reported to have dispersed and returned to their homes.

In view of possible complications orders were issued, as already mentioned, for the Kaghan valley road to be opened up, and the 23rd Pioneers after making the road reached Chilas on the 15th October 1893.

On the 22nd June a mule road was completed from Chilas to Bunji. At the same time the Government of India ordered the establishment of a permanent military post at Chilas and this was constructed to hold 400 men. It was completed on the 8th May, and is now occupied by 400 men of the 5th Kashmir Light Infantry.

At the beginning of 1894, the Shinaki clans of Darel, Tangir, and others sought to get up a coalition to again attack the Chilas fort, and the *mullas* worked busily to persuade the people that the occupation of that post on the route to Gilgit was a menace to their independence. The Kohistanis, however, refused to rejoin and as a consequence no attack was attempted.

At the present time every thing is reported quiet in Chilas.

As already stated the Chilas district for the purposes of this report includes the following valleys :—

Thak, Botogah, Gine, Bunar, Khinargah, Hodar, Giche, and Thur. These have all recently been visited by Lieutenant Douglas

2nd Bengal Lancers, and it will therefore be of value to give his reports in detail.

THAK VALLEY.

The Thak valley is a narrow valley running in a northerly direction from the Babusar pass to the Indus. About ten miles from its mouth it is joined by the Niat valley, which runs in a north-westerly direction from the Kamukdori pass.

The name Khanogah, by which the valley is also known, is said to be derived from one Khanu, the founder of Thak, and the Thak people call themselves Khanai. Khanu had a son called Timru, who settled in the Niat valley, and there are the ruins of an old fort on a high rock just above Theh, which is known as Thwinkot.

The stream which flows down the valley was at the time of year (February) when I saw it, about 34 feet wide, with a depth from 1 to 2 feet. It flows mostly through a narrow bed, and the cultivation in the valley is confined almost entirely to the lower slopes of the hills and the faces of ravines. Below the junction of the Thak and Niat valleys the lower slopes of the hills are bare of vegetation, but higher up, they are well covered with pine trees down to an elevation of about 7,500 feet. About Thak are also a great number of rather stunted evergreen trees with a leaf like holly.* The wood is said to be very hard, and goats are fed on the leaves. Fruit trees and *chinars* are plentiful in all the lower villages, and there are tamarisks all up the bed of the stream, so that fuel is plentiful even low down in the valley.

The villages in the two valleys are as follows, taken from above downwards :—

Name of village.	No. of families.	Caste.	Headmen.
Babusar (2 villages)†	7	Shin ...	Rahmatullah, who lives at Thak.
Thak ...	100	Chiefly Shin ...	6 *Mukadams, viz.*, Arab Shah. Shah Alam Mir. Mulla Beg. Gulam Shah. Abdulla. Aizat Shah.
Niat ...	20	Yashkun (emigrants from Gurais).	Kaimalik ... Muhammad } The whole valley under Ghulam Akhmat, who lives at Gushar.
Gushar ...	12	Shin ...	Muhammad Saiad. }
Theh ...	17	Yashkun ...	Jemadar ... }
Daloi ...	15	Kramin ...	Shahmati ... }
Basha ...	6	Yashkun ...	} Kamar Ali Shah, who lives at Basha.
Singal ...	7	Kramin ...	}
Dasar ...	7	Yashkun ...	}
TOTAL ...	191 families.		

* See note on page 63.

† The two villages of Babusar are said to have formerly contained 20 families, but there was a bad epidemic of small-pox in 1892, in which many died; others left and went to a place called Tolawai (?) in the Kel Dara. There is only one family at present in the upper village.

The two valleys are said to be able to turn out 300 men for their "sigas" or general assembly; as this includes old men, the number of fighting men would be somewhat less. They are said to have 180 guns of sorts.*

Supplies, &c.—There are a large number of goats in the valley, every family possessing at least twenty or thirty, and a fair amount of cattle. There are not many sheep, and only three ponies in the whole valley.

I saw a good deal of fodder stacked near all the villages, but probably there is not more than is required for the use of the cattle during the winter months. There is probably not more grain than the people themselves require, and supplies could only be obtained with difficulty and in small quantities.

There is room for small bodies of troops to encamp on the cultivated ground near all the villages, and fuel is everywhere plentiful.

Thak.—The village of Thak is simply a cluster of houses on the top of a high rock, about 300 feet above the stream. The houses are built partly of stone and partly of wood, in many cases one on top of the other. There is no regular wall round them, and it is not a fort as has been hitherto supposed.

Roads, &c.—The roads in and from the valley are as follows :—

(1) *Thak to the Babusar pass.*—This road is described in detail in Route No. 1 at the end of this report.

(2) *Thak-Philiat.*—There is a road from Thak up the Thak Nala to Philiat in the Botogah. It is one day's journey, said to be practicable for unladen animals, but the ascent to the *kotal* and descent to Philiat are difficult.

(3) *Niat-Bunar.*—Up the Lomargah there is a foot-path to Bunar, practicable only for men on foot and goats. (*Vide* Route No. 8.)

(4) A track across the hills from opposite Muchak Jal to Gine, practicable for men and goats.

In addition to the above there is a road by Niat to the Kamukdori and Barai passes described below.

Douglas furnishes the following report on the Niat and Barai valleys and the routes from the Chilas district into Kashmir :—

The Niat valley.—About the village of Niat, and for a short distance above it, the valley is fairly open, and there is a good deal of cultivation. The people of Niat, who are all immigrants from Kashmir, chiefly from Gurais, are much more enterprising than their Chilasi neighbours, and besides the ordinary products of the country, Indian corn, Badakhshan wheat, &c., French beans, onions, vegetable marrows, and a few potatoes are grown. They rent their land from the people of Thak, paying annually a sum of about sixty rupees, or its equivalent in kind.

From above Niat, as far as the junction of the Beah and Balung Nalas, and also in the large side *nalas* of Loshi, Samarz, and Fasat, the hillsides are covered with a thick growth of pine forest, chiefly *deodars.* The valley here is narrow, between steep hills.

The Beah Nala.—The Beah Nala is very narrow in the lower part; the hills on both sides are steep and rocky, covered with

* The valley has been disarmed since this was written and 90 guns were taken from the people.

wormwood and a sparse growth of trees, chiefly juniper. There is very little grass in this part, but higher up, for about 2 miles above and below the halting place of Beah, there is good grazing on the lower slopes of the hills on the right bank of the stream. The main Kamukdori road is up this branch.

The Balung Nala.—For about 2 miles above Kamen, which is at the junction of the Balung and Beah Nalas, the Balung Nala is between steep, rocky hills. Above this it opens out, and the hills, especially those on the west side, slope gently down, and are covered with excellent grazing. This valley rises very rapidly towards the top. There is a good track up it and over a pass at its head into Gittidas.

The Jigi Nala.—About a mile above its mouth the Balung is joined by another large *nala* called Jigi. There is also said to be good grazing at the head of this *nala.* A cattle track up it; thence into the Damogah or Balung.

The Fasat Nala.—This *nala* joins the main valley from the north-east about three miles above Niat. In its lower part it is thickly wooded, but higher up the hills are high, steep, and rocky. There appears to be always a good deal of snow at the head of this *nala.* There is a cattle track up it and over a pass at its head into the Barai valley, but it is difficult and little used.

Roads.—The roads in and from the Niat valley are as follows:—

The Kamukdori road.—The main road up the valley to the Kamukdori pass is described in detail in Route No. 4.

Generally speaking, below Niat it is very bad and quite impassable for mules. Above Niat it may be described as a fair cattle track. This portion is occasionally used by traders from Kaghan, who bring down salt on mules as far as Niat, where they exchange it for *ghi.* Laden animals are not taken over the Kamukdori pass.

The Fasat road.—Up the Fasat Nala is a cattle track to the head of the Barai valley. The pass is steep on both sides, from 13,000 to 14,000 feet high and the road is bad. There was a lot of snow at the head of the Fasat Nala at the end of August. The road descends from the pass on the east side to the mouth of the Surgam Nala, where it joins the main road up the valley.

The Balung road.—This road leaves the Kamukdori road at Kamen, whence it goes up the Balung Nala. It is used occasionally by traders from Kaghan, who bring mules from Gittidas by this in preference to the Beah road.

Beah to Balung.—From the halting place at Beah a road goes across the hills into the Balung Nala. The ascent from Beah to the *kotal* is steep, over grass, the height of the *kotal* being a little over 13,000 feet. On the Balung side the road is very easy, over grass, with hardly any descent. The distance by this route is only about 2½ miles, and mules can be taken by it.

Passes.—Besides the Kamukdori and Balung passes, both of which are described elsewhere, there are two other passes at the head of this valley. About a mile and-a-half to the east of the Kamukdori, a pass leads over to the Barai valley by the Surgam Nala. This appeared to be about 14,500 feet high. There was a good deal of snow on the west side in August, but the road is easy. Another pass, about the same distance to the west of the Kamukdori,

leads into the Gal Nala of Kashmir. This is about 14,300 or 14,400 feet.

Over these two passes is the regular mule road from Gittidas to Barai, and thence to Kel.

*The Barai valley.**—From its junction with the Bijegah at Manugush, as far as Paloi, this valley is very narrow, the only cultivation being on the lower slopes of the hills at Kalabai and at the mouth of the Hoe Nala at Nushkin. There is a small stream down this *nala* and a water-channel thence to Kalabai. Paloi is also situated at the mouth of a small stream on high ground above the main stream. There is a fair amount of cultivation. It is inhabited only in summer. Above Paloi, for 6 miles on the left bank of the stream, the hills are not so steep, and there is good grazing in places. Above this again the valley on the west side is very open ; the stream here forms a small shallow lake about a mile long and some 400 yards wide in the broadest part. There is abundant grazing thence to within two miles of the pass. On the right bank the hills are everywhere steep. There is a small amount of open ground at Morat, where there are some huts, and cattle are kept here in summer. Immediately above the lake on this side the hills are very steep and rocky.

The Barai valley is not nearly so well wooded as those to the west of it. There are a few pines in patches about Paloi, but no thick pine forest. As far up as Morat there are stunted trees (chiefly *chilgoza*) dotted about the hills and opposite Morat, and for a mile above it are a few patches of stunted birch. Above this there are no trees, but juniper and other bushes for fuel as far up as the mouth of the Surgam Nala.

The road up the valley.—The main road up the valley is very bad as far as Paloi. This part is quite impracticable for laden animals, being frequently over boulders in the bed of the stream. Above Paloi it is fairly good, and laden mules sometimes come down it.

The Surgam Nala road.—The only other roads out of the valley are, that to Niat by the Fasat Nala (see Kamukdori valley), and the road up the Surgam Nala towards Gittidas. This latter is the regular trade route between Kel in Kashmir and Kaghan, and there is fairly constant mule traffic during the summer months. The traders are chiefly from Balakot and Abbottabad, whence they take salt and bring back *ghi* in exchange. They occasionally go down the Kamukdori valley as far as Niat, and the Barai valley as far as Paloi.

After crossing the Barai pass from Kel, the road goes down the Barai valley as far as the mouth of the Surgam Nala, about 4 miles. Here a halt is usually made. Thence the road goes up the Surgam Nala and over the pass at its head into the Kamukdori valley. This pass appeared about 14,500 feet. There was a good deal of snow on the west side at the end of August, but the descent is easy. From this pass the track skirts round the head of the Beah Nala, going close below the Kamukdori pass, and then over another pass a mile and-a-half to the west of the Kamukdori, and some 400 or 500 feet higher. Road in August over patches of snow on east side of this

* This is really the upper part of the Bunar valley, but it is described here as it is more nearly connected with the Niat than with the Bunar valley.

pass, which leads into the head of the Gal Nala, a tributary of the Kamukdori stream. Skirting round the head of the Gal Nala, another pass about a mile further on leads into Gittidas—where is an easy road down the Gittidas stream joining the Babusar road at the foot of the pass. There is no fuel of any kind on this road, and traders usually take wood with them from Barai and make one long march to Gittidas, halting near some Gujars' huts at the foot of the Babusar.

Passes.—Between the Barai pass, which is described elsewhere, and the pass at the head of the Surgam Nala, there are three foot-paths over the hills into Kashmir. The most easterly of these leads over a glacier close above the Barai pass, and thence along the hills to the Hole Nar pass, descending thence by the Hole Nar into the Kamukdori valley. This, the Hole Nar pass, is a high pass with glaciers on the west side, and there was a good deal of snow on both sides when I saw it in the middle of August.

About 2 miles to the north-west of this is another pass. The track over it leaves the Barai valley about 2½ miles below the top of the pass, and goes up a small side *nala* with a glacier at the head, descending into the Kamukdori valley about 4 miles from the foot of the pass.

The third pass is at the head of a small branch of the Surgam Nala, and also descends into the head of the Kamukdori valley.

All these are high passes, and practicable only for men on foot and goats.

Routes from Chilas to Kashmir.—Of the two routes between Chilas and Kashmir by the Barai and Kamukdori passes, the former is much the most used. As already stated, there is a regular trade between Kel and Kaghan by this route, and mules are going and coming pretty regularly during the months of July, August, and September. From Sopur to Kel is said to be only five easy marches, while from Kel to the head of the Barai valley is two marches more, or a total of seven marches. Thence there are two routes to Chilas:—

(1) By the Barai valley, where the marches would be—Paloi, 8; Halale, 9; mouth of Bunar stream, 10; Chilas, 11.

(2) By the pass at the head of the Surgam Nala to Beah, 8; Theh, 9; Chilas, 10.

At present by the first route mules can go as far as Paloi, while by the second route they can go to Niat, and again from the junction of the Thak and Niat streams to Chilas. That is, mules can now go from Sopur to Chilas, with the exception of a small bit of between six and seven miles, which very little labour would make into a good road. The ascent to the pass is steep for 1,000 feet on both sides, but quite practicable for country transport, and I see no reason why if the bit between Niat and the Babusar road were made, this route should not be utilised by the hired transport which now comes by the Astor route to Chilas. There would be a great saving in distance, only 10 marches from Sopur as against 15 from Bandipur by Astor. Forage is plentiful from Kel as far as Beah, and could easily be collected at Theh, and the very trying march down the Indus valley from Ramghat to Chilas, where there is no forage, would be avoided. The route is usually open from the middle of July till October. The

road would require more improvement if it were intended to utilise it to any extent for the transport of troops.

The Kamukdori route would require far more improvement before it could be utilised. Mules can now come from Sopur to Shardi *viâ* Dudnial, 6 marches, and thence as far as the mouth of the Nure Nar up the Kamukdori valley. Thence to Beah would require some making the whole way, but the only difficult part would be the ascent to the pass from the south side.

BOTOGAH VALLEY.

The Botogah valley runs in a north-easterly direction and joins the Indus close to Chilas. It is formed by the junction of two valleys, the Sumhal and Udorbat, which meet at Chakar, about 14 miles from the Indus. The Sumhal Nala comes from the south, starting from the water-shed in the north-west corner of Kaghan, and is joined about a mile and a quarter above Chakar by another large *nala*, the Dalupar, from the south-east. The Udorbat Nala comes from the south-west, and is joined about a mile from Chakar by the Keogah, which, starting from the hills above Sapat, in the north-east corner of Kohistan, runs in a direction almost parallel to the Sumhal. The main branch of the stream is that down the Sumhal, and the Keogah stream is the largest affluent. Neither the Udorbat valley above the junction nor the Dalupur have any water in them at this time of year (January). Below Dasar, 6 miles from Chilas, the Botogah is very narrow, and, with the exception of a little open ground about Kai, there is no cultivation in it. Above Dasar, however, it is considerably more open, and thence to Chakar the villages are close together, and the cultivation, though confined chiefly to narrow strips of more or less level ground, is almost continuous.

The valley belongs to Chilas, and the Chilasis cultivate it themselves as far up as the village of Sehyun. Above Sehyun the inhabitants are almost entirely Gujars, who pay the Chilas people for the use of the ground (of the 80 families in the upper part of the valley, 9 are Kolaiwals, 4 or 5 Kashmiris, and 1 Swatis; the remainder are Gujars). These Gujars possess large numbers of sheep, goats, cattle, and donkeys, which they take in summer to the high grazing grounds of Sapat and Loi Halol.

The Kaghan road.—The principal road in the valley is that from Chilas up the Sumhal valley to Kaghan, with a branch from Chakar up the Keogah to Sapat. This is only a narrow track, rough and rocky in places, but as far as I have seen it, *i.e.*, to the village of Sumhal, it is quite practicable for laden animals. The worst part of the road is the first 3 or 4 miles out of Chilas, where there are several narrow places between rocks, where animals would have to be unloaded; with this exception, there are no difficult places.

Above Chakar there are two roads—one up the Sumhal Nala to Kaghan, and one up the Udorbat and Keogah Nalas to Sapat in Kohistan. These are described in detail in Routes Nos. 14 and 16.

The roads to Thak.—There are three roads from the valley to Thak, up the Katgah, Dasar, and Philiat Nalas. These all meet on the water-shed, and thence the road is down the Thak Nala. Cattle are taken over all of them, but that by the Philiat Nala is the best. (*Vide* Route No. 15.) Laden animals cannot go; the road is closed for two or

three months. Besides this there is a foot-path up a branch of the Dalupar Nala by which the Cherat Nala above Thak may be reached. It is very difficult, and seldom used, but men and goats can go in summer.

Roads to Thur.—There are two roads from the valley to Thur, one up the Guchar Nala, and one up the Udorbat Nala. The former is the short one, and leads direct to Thur fort; it is, however, difficult, and cattle cannot go by it. They are taken, however, by the Udorbat road, which leads into the upper part of the Thur valley. By this road Thur fort is one and-a-half days' journey. It is not much used.

Roads to Giche.—There are also two roads to the Giche valley, one up the Basakal Nala, and one over the hills from Mashe. The former is the best, but the latter is much shorter, Giche being only 4 miles or so distant. Cattle are said to be taken by both roads.

Foot-path to Babusar.—The only other track from the valley is a foot-path up the Dalupar Nala, by which Babusar village may be reached. It is very difficult, but men and goats can go.

Villages, &c.—The villages in the valley, commencing from above, are as follows:—

Name.	No. of houses.	Inhabitants.	
Sumhal ...	5	Gujars	In Sumhal valley.
Gulmirobak ...	1	"	
Birudat ...	6	"	
Majeni Ting ...	2	"	
Udorbat ...	5	"	In Udorbat valley.
Sheojal ...	7	"	
Chakar ...	6	"	
Gutmil ...	1	"	
Sari ...	4	"	
Gala ...	6	"	
Philiat ...	12	"	
Thet ...	3	"	
Chushben ...	2	"	
Basakal ...	10	"	
Doriphari ...	9	"	
Sehyun ...	8	Chilasis	These people are under the Chilas *mukadams*, and have no headmen of their own.
Talmut ...	3	"	
Mashe ...	9	"	
Barushki ...	12	"	
Dasar ...	3	"	
Kai ...	10	"	

Barushki and Kai are uninhabited in winter, and there are only about half the houses in Mashe permanently inhabited.

Population, &c.—Including the village of Chilas, which contains about 100 houses, I would estimate the total population of the valley at 120 families of Chilasis and 80 families of Gujars. Say a total of 1,000 persons. They could probably turn out (exclusive of Gujars) from 150 to 200 fighting men.

Supplies, &c.—Though there is a good deal of cultivation in the valley, it is doubtful whether the people raise more grain, &c., than they require for their own consumption. Possibly a certain amount of fodder might be procured. There are large numbers of sheep and goats, a good many cattle and donkeys, and a few ponies. There is plenty of wood on the upper slopes of the hills, a few fruit trees about the lower villages, and tamarisks up the bed of the stream. Above Chakar the road is through thick forest. With regard to the different trees, Lieutenant Douglas says:—" I regret that I am not

enough of a botanist to recognise the species of trees, but I noticed among others the common pine, pencil cedar, the edible pine or *chilgoza*, the *chili*, and large numbers of the tree I have noticed all about here, with a leaf resembling holly. I don't think I have seen this tree elsewhere; it grows all over the slopes of the hills from 9,000 feet to below 6,000 feet, and is called by the people *bani*."*

GINE VALLEY.

Gine is a small valley on the left bank of the Indus, about 7 miles above Chilas. It contains only one small village of nine or ten houses, the people paying a small revenue to Chilas for the use of the ground. There is a road up the valley and over a low pass at its head to Bunar, and it may also be entered by a foot-path from the Thak valley.

BUNAR VALLEY.

The Bunar valley runs almost due north to the Indus. It is very narrow throughout, the hills generally, and particularly on the eastern side, rising in an unbroken slope from the stream to a considerable height. There is absolutely no open ground or room to encamp in the valley below Halale, except, perhaps, a small patch of ground which has once been cultivated opposite the mouth of the Diamirai stream, where there is room for a very small camp. Between Halale and the junction of the Barai and Bijegah streams, and for a mile up the former, the valley is slightly more open. Above that it appeared to be very narrow again.

The village of Bunar lies some three miles up the Drumus Nala, which joins the main stream at Halale. It is situated on a high rocky point between the Balukchi and Nung streams, the latter of which is very small, and flows from a spring in the hills above.

The houses are all close together, and there are two rubble towers and the remnants of a wall in places. It cannot, however, be called a fort.

There are a few trees about, and a good deal of cultivation on the slopes of the hills and about the hamlets of Muthat and Nur.

Stream.—The Bunar stream is considerably larger than those of the other valleys in Chilas. It was in February about 15 yards broad and 3 or 4 feet deep. Its principal tributaries are the Diamirai, a fair sized stream, and those down the Drumus, Bayun, and Shamirot Nalas, all of which have water in them in winter. They are, however, very small, the Drumus, which is the largest, being not more than 4 feet wide and 1 foot deep. At Manugush, about 11 miles from the Indus, the stream divides into two branches, the Barai and Bijegah, which are of about equal size.

People.—The people of Bunar call themselves "Bagote," and say they are descended from one Bagotu who came from Khanbari; this they state was 24 generations ago. They are independent of Chilas, and pay a tribute of six goats yearly to Astor.

Road up the valley.—The roads in the Bunar valley are very bad and quite impracticable for laden animals. They are mostly along steep hillsides, which are in fact a succession of stone shoots; the paths are frequently so narrow as barely to afford a foot-hold, and, as stones are continually falling, travelling is somewhat precarious. The

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* Probably the holly or holm oak is meant, the botanical name of which is *quercus ilex*.

A. H. M.

people say that the road in the lower part of the valley near its mouth was formerly good, but was destroyed in 1892 by streams of mud from above. There are no regular bridges, but here and there a plank thrown across the deep part of the stream.

From the Ges post to Halale the distance is 11½ miles.*

Villages, &c.—The villages and hamlets in the valley are—

Name.				No. of houses.	
Muthat	...	...	...	5	All under the 3 *mukadams* of Bunar, *viz.*, Jalar, Shah Beg, and Mulla Kamal Khan.
Bunar	...	...	...	42	
Drumus	...	...	...	1	
Halale	no permanant inhabitants.				
Manugush	...	...	...	10	
Kalabai	...	...	...	3	
Nushkin	...	...	...	8	
Gashut	...	...	...	8	
		Total	...	77	

Of these 77 families about 60 are "Bagote." The remainder are immigrants from various places, Kashmir, Kaghan, &c., with two families of Gujars.

They might turn out 120 fighting men.

There is no village at Diamirai, but some land which was once cultivated and ruins of a fort; the water channel is now destroyed, and the place has evidently not been inhabited for many years, the people say not since they came into the valley.

Paloi is inhabited in summer only by the people of Nushkin.

KHINARGAH VALLEY.

The Khinargah valley is mostly very narrow, the only portion which is at all open being that between the mouths of the Shahrgah and Shitan Nalas. There are also small open spaces at Haicha and Thaka, and a good deal of level ground at the mouth of the valley at Thalpin. Except in these places, the stream winds between steep and frequently precipitous hills. About 13 miles above its mouth two fair-sized valleys, the Guche and Baratang, join from a northerly direction, and it is up them that the principal roads lie. The Baratang is separated from the main stream only by a low, narrow spur. Three-quarters of a mile higher up the Totambai Nala joins from the east, with a road up it to Malpat. All three valleys are inhabited and contain small patches of cultivated ground. Above the junction of the Totambai, the main or Kinejut stream runs apparently through a narrow rocky ravine. There is no road up it, nor are there any villages in this part.

The valley belongs to Chilas, and the lower portion is cultivated chiefly by the people of Chilas itself, who go there for that purpose in the summer. The lower portion is not so well wooded as the valleys I have seen to the south of the Indus. There are a few fruit trees about the lower villages, and patches of tamarisk here and there up the bed of the stream. Above 6,000 feet the hills are covered with a sparse growth of wild olive and pencil cedar, and there is thick pine forest near the head of the valleys, especially in the Baratang.

* Since this was written the Ges post has been abandoned and a post formed at the mouth of the Bunar stream. A description of the route up the valley from the Bunar post to Halale and thence to Bunar village will be found in Route No. 7.

Roads, &c.—The roads in and from the valley are as follows:—

(1) Up the Baratang to the Kinejut pass and Darel.
(2) Up the Guche Nala to the Kinejut pass and Darel and Hodar.
(3) From Dandalosh in the Baratang to the Bariben pass.
(4) Up the Totambai to Malpat.
(5) Up the Shahrgah to Ges.
(6) Up the Shitan Nala to Hodar.

(1) *By Dandalosh to Kinejut.*—This road is described in Route No. 10.

(2) *The Guche road.*—This road leaves the above at the mouth of the Guche Nala, and, crossing over the hills at the head of the latter, rejoins it at the head of the Baratang. It is described in Route No. 9.

(3) *The Bariben road.*—From Dandalosh in the Baratang two roads lead to the Bariben pass. They both cross the spur which separates the Baratang and Kinejut streams, and lead one up the Narnaishini, and one up the Bariben stream to the pass. Cattle can be taken by both, but the people of the valley say that they prefer the Narnaishini road, as less water is met with on this route. The Kinejut stream is bridged just below its junction with the Bariben.

(4) *The Malpat road.*—This road lies up the Totambai stream, and, crossing the hills at its head, descends to Malpat. Malpat is a great grazing ground in summer, at the head of the Ges valley, and cattle are regularly taken there by this road. From Malpat road descend by the Gashu Nala to the Sai valley.

(5) *The Shahrgah road.*—Up the Shahrgah a road goes over the watershed into the Ges valley, descending by the Damreli Nala. It is said to be one and-a-half days' journey by this road to Ke Ges. Cattle can go by it.

(6) *The road up the Shitan Nala.*—This is also a cattle track, and descends into the Hodar valley, four or five miles from its mouth. It is one day's journey to Hodar.

Foot-path to Ges.—There is also a foot-path up the Dodar Nala from Haicha by which Ges may be reached, but it is very difficult.

Villages, &c.—The villages and hamlets in the valley with their inhabitants, &c., are as follows:—

Name.		No. of houses.	Inhabitants.	Headman.	Remarks.
Dandalosh	...	5	Chiefly immigrants from lower down the river, with one or two families of Gujars.	...	In the Baratang.
Totâmbai	...	3	"	...	In the Totambai.
Nilbara	...	2	"	...	In the Totambai.
Guche	...	7	Gujars	...	In Guche Nala.
Gomus	...	1	Saiads	...	In Guche Nala.
Sheohokar, Uthaliphari, Dusi	...	12	Chilasis and immigrants.	Azizullah Khan, son of Satari, *Mukadam* of Chilas.	
Darachi, Gutamsar, Chachaki	...	12	Ditto.	Dost Khan.	
Haicha	...	2	Ditto.		
Thalpin	...	3	Ditto.		
Total	...	47			

Population.—Of these 47 families, a few have also houses in Chilas, and are included therein. The total permanent population is therefore not more than 40 families—perhaps 200 souls. Of these nine families are Gujars, a few Chilas people, and the remainder are immigrants from the surrounding countries,—one or two from Gilgit and Sai, and a good many from lower down the Indus. The latter are called by the general name of "Pashkari."

HODAR VALLEY.

This valley is on the right of the Indus, between Darel and Thalpin. In Hodar there is a small settlement of Kashmiri refugees, and the people of the valley have paid an annual tribute of two *tolas* of gold-dust to Kashmir since 1860, though practically independent. There is a road from Hodar into the Gilgit and Punial valleys. The length of the Hodar valley is about 22 miles, with good grazing at its northern end. The "Mulla" gives the following account of it:—

"The ridges enclosing the Hodar are bare, but there are fine forests of pine on the lower slopes and near the villages at the entrance to the valley; there is a great profusion of mulberry trees, such as I have not hitherto met with in the lower lateral valleys of the Indus; no advantage is, however, taken of these for the growth of silkworms. The whole of the slopes of this valley near the river are well adapted for cultivation, the only thing wanting being labour. About the villages the walnut and apricot grow, but the grape, though found, is not grown in fields, as in the Darel and Tangir valleys. The houses of the village are single-storeyed, flat-roofed, mud buildings."

Douglas gives the following information about this valley:—

Hodar is the next independent valley below Chilas, whence it is 9 miles distant.

It contains three villages (or rather one village in three places) near its mouth, with a good deal of cultivation and fruit trees. They contain altogether about 20 families, of whom about half are Hodar people and the remainder immigrants from various places.

The Hodar people call themselves "Hodure." The headmen are Faizullah and Mustafa.

Higher up the valley is a Gujar settlement called Chuma Shei, containing eight families.

The main road up the valley crosses the watershed at the head and then joins the road from Kinejut to Khanbari. From here the Khinargah can also be reached by the Guche Nala. Another road goes up a side *nala* called Dachai, 5 or 6 miles from the Indus, and thence into the Khinargah by the Shitan Nala.

Just below Hodar is a small valley called Hokargah. It is uninhabited, but there is a road up it to Khanbari and thence by Dudishal to Darel. It is shorter than the river road, but not so good. Cattle can go by it.

GICHE VALLEY.

The small valley of Giche lies to the west of the Botogah valley, and belongs to Chilas. The only village in the valley (known as Giche) is situated on the right bank of the stream about four miles south of the Indus. According to Ahmad Ali Khan it consists of about 20 houses.

Douglas says:—The Giche valley lies 4½ miles below Chilas on the left bank of the Indus. It contains one village, situated about 4 miles

up the valley, containing 30 or 40 houses, with a good deal of cultivation and many fruit trees. The people belong to Chilas, where they live in winter.

The road up the valley crosses the hills at the head and joins the road from the Botogah by the Giche Nala to Thur. From Giche is also a road over the hills to Mashe in the Botogah, and another and better road descending by the Basakal Nala.

THUR VALLEY.

Douglas reports as follows on this valley:—Compared with the valleys further to the east, the Thur valley is in its lower part comparatively open. In no place between the Indus and the fort of Thur do the rocks come down to the water's edge and the road is consequently fairly easy. It is only a rough track, in many places very stony and sometimes too narrow for loads, otherwise it is quite practicable for mules.

Stream.—The Thur stream contains about the same amount of water as the Thak stream, *i.e.*, it is easily fordable in winter, but impossible to cross when in high flood.

Fort of Thur.—The so-called fort of Thur consists of 100 or 120 houses clustered together on a spur on the right bank of the stream, immediately below the junction of the Potot Nala. It is 150 to 200 feet above the stream and about 8 miles from the Indus. The elevation is 5,000 feet. There is one tower in the village, but it has no wall round it and can scarcely be called a fort. Though a strong position if attacked from below, it is entirely commanded at short range from higher up on the spur and also from the hill to the north on the left bank of the Potot stream.

Cultivation.—There is a large amount of cultivation in the valley both above and below the fort, every available open space being utilized. There is also cultivated land up the Potot and Shitan Nalas. About the fort itself are numerous trees, *chinars,* walnuts, apricots, apples, vines, etc.

Villages.—The inhabitants of the lower part of the valley all live in the fort itself, and there are no other villages, but near every small patch of cultivation are one or two houses where the owners live during part of the summer and keep their grain, etc.

About 2 miles above Thur, the valley divides into two main branches, called Makheli and Zure. These valleys are inhabited by Gujars, but there is said to be little cultivation in them.

Inhabitants.—Thur fort can turn out some 300 fighting men. The Gujars are said to be able to muster 200 men.

Thur probably contains 700 or 800 people of all ages; this with about 500 Gujars would give a total population of 1,200 or 1,300 souls.

The most influential man in the valley is a *Saiad* named Latif Shah. He is apparently very well disposed towards us and has a good deal of influence in all the surrounding valleys.

Roads.—Above Thur there are roads up both the Makheli and Zure branches of the valley.

Makheli Nala.—Up the Makheli branch are three passes:—

(1) The Udorbat pass leading eastwards to the Botogah by the Udorbat Nala. This is said to be a low and easy pass.

(2) The Chokowai pass which leads to Chachargah at the head of the Sapat stream.

(3) The Bagrokun pass leading to Sapat lower down.

These two latter are described as very like the Babusar both in height and gradient, and the roads are all said to be easy.

Zure Nala.—Up the Zure branch is another road to Sapat. The pass is called Yudarolat (the rock of Yudar) and is also described as similar to the Babusar. I was assured that in summer a man can ride from Thur to Sapat by any of these roads without having to dismount. A mile or two above its mouth the Zure Nala is joined from the south-west by another large *nala* called Jilsachogah. Up this is a road to Jalkot. The ascent is said to be steep, but the pass not higher than the Babusar. On the south side of the pass the road is described as descending by a *nala* called Gabrogah and joining the Jalkot stream between Baja Jamra and Gasheli. A man can get to Jalkot by this road in two days.

Potot Nala.—Up the Potot Nala from Thur is a road to the Botogah, descending by the Guchar Nala to Gala. Cattle are taken by this road, but it is bad in places. The pass is visible from Thur and appears to be not more than 11,000 or 12,000 feet. Up another branch of the Potot is a road in a north-easterly direction to Giche, skirting round the head of the Thurial Nala. It was said to be nearly free from snow in the middle of April from which it would appear to be not more than 10,000 feet high. It is two easy marches to Giche by this road.

Shitan Nala.—There is also a road up the Shitan Nala to Harban. Cattle are taken by it in two days, and a man can go in one day.

The following is the account of a reconnaissance made by Captain Powell, 1st Gurkhas, to the Thur valley in April 1894:—

On the 19th April, I decided to carry out a reconnaissance to Thur, which valley has hitherto never been visited by an Englishman.

I was accompanied by Lieutenant J. A. Douglas, 2nd Bengal Lancers, in his capacity as Intelligence Officer.

I took with me an escort consisting of one native officer and forty rank and file, 5th Kashmir Light Infantry.

1st March from Chilas.—I encamped the first day at the mouth of the Thurial Nala, which debouches on the left bank of the Indus 16 miles below Chilas.

The following morning I marched to Thur. Route roughly as follows:—

Route to Thur.—Proceeded over sand and stony plain at foot of hills for 2½ miles, good going for laden mules.

The path then takes to precipitous ground which descends steeply to the Indus. This bad ground is ¾ mile in length, but owing to the path being the nature of *markhor* ground, it takes nearly an hour to get over it.

There is, however, a cattle track which runs at a higher level; and this, with a few days improving by Pioneers or Sappers, could be made passable for baggage mules.

This precipice passed, the path runs by the bank of the Indus, and along the foot of the hills to mouth of Thur Nala which it strikes ½ mile from the mouth. This is some 4 miles from Thurial (1½ hours march when path constructed).

Mouth of Thur Nala.—Extensive open ground exists on both banks at mouth of stream, suitable for encampment. Fuel very scanty : a little grazing.

Bridge over Thur stream.—The Thur stream is crossed by a one plank bridge, narrow but strong. The site chosen is excellent, unlikely to be carried away by flood. A strong position exists for defence of bridge. Volume of water about the same as in Thak Nala. Fordable in winter, not in summer. Bed of stream, boulders and stones, current swift.

Path up Thur valley.—The path ascends up left bank of Thur Nala ; an extremely easy gradient the whole way ; and except in one spot (¾ mile from mouth) is fit for animal transport. This impassable spot could be made passable in an hour or so. The valley has much level ground the whole way up. This is extensively cultivated by the natives. The first fields are met 3 miles from the mouth.

Nature of valley.—The mountains enclosing the valley are precipitous and rocky, and quite devoid of vegetation for some miles up ; but as Thur is approached, the tree line (chiefly *Juniperus excelsus*) reaches to within some 600 feet of the bed of the *nala*.

Fuel.—Mulberries and some olive trees are, however, fairly numerous along the stream.

Grass.—Good grass is scarce, except in spring and early summer, but coarse tussock grass is to be had in fair quantities from the mouth upwards. This, although not very nourishing, is readily eaten by mules and horses, as proved by us this winter in Chilas. There is also a quantity of a species of acid brushwood, which mules will also eat when driven to it.

Path to Harban.—About 5 miles up the Shitan stream is crossed, which flows down a well-wooded (pines and firs) *nala* on left bank. A path to Harban crosses a low pass at the head of it. The distance is said to be one easy day's march from Thur ; path not fit for mules. Considerable volume of water comes down the *nala* at this time of year, but it is not fordable in summer. Bed of the stream is well-wooded.

Thur.—About 8 miles from the Indus, Thur is reached. It has a picturesque situation about 180 feet above the stream on right bank. A cluster of rude wood and dry-stone huts of the description usually found in the Indus valley. The village straggles around the fort, which is a very rude enclosure containing one tower about 30 feet high, built in layers, wood and stone alternately.

Position of fort.—Position of the fort from a military point of view is untenable, being thoroughly commanded by rifle fire on three sides (south, east and west), at a range of some 400 yards.

Ruined forts.—On the hillsides to south and west are the ruins of two old forts. They have not been inhabited within the memory of the present generation. Legend says that the forts were under three different rulers, who were at enmity with each other and constant feuds took place. The present inhabitants eventually became the victors ; their enemies evacuating the forts and fleeing from the valley.

Short route to Chilas.—The Potot Nala runs in on the right bank just below the fort on south side. An easy pass at the head

some 12,000 feet, crosses over to Guchar in the Botogah Nala. In summer this is the shortest route over to Chilas. The water of the Potot stream is sulphurous and unwholesome to drink.

Drinking water for the fort.—A *kul* has therefore been constructed by Saiad Latif Shah, some 2½ miles in length, and having its head in the main *nala*. This crosses the Potot Nala by means of an aqueduct, and supplies wholesome water to the inhabitants. This saves them the trouble of fetching water from the main stream.

Fruit trees.—The valley below the fort is richly wooded with fruit trees—walnuts, apricots, mulberries, apples. Vines trail over the trees in wild profusion. *Chinars* and willows abound, just now in full spring leaf, and add charm to a most lovely spot.

Cultivation.—The valley is well under cultivation, and the soil presents a rich appearance. Circumstances prevented my remaining more than one night at Thur; so I was, much to my regret, unable to continue my reconnaissance further up the valley.

Population, fighting men, armament.—There is only the one village in the valley. It contains 300 fighting men, partly armed with matchlocks, *talwars,* and shields. The whole population—men, women, and children—number some 1,000 souls.

Thurial valley.—The small valley of Thurial about 9 miles long which falls into the Indus to the east of Thur is inhabited by Gujars and belongs to Thur.

GOR.

Douglas furnishes the following report on Gor:—

Extent of territory.—The territory of Gor lies on both banks of the river Indus. On the right bank it extends from the Jum *pari* opposite Bunji to the western watershed of the Ke Ges Nala, comprising, besides Gor proper, the valleys of Taliche, Damasal, Shingah, Am Ges, and Ke Ges. The grazing ground of Malpat, which lies at the head of the Ke Ges valley, belongs not to Gor, but to Chilas.

On the left bank the Gor people claim from the Lechir Nala on the east as far as the watershed between the Gonar and Lechirwai streams, which is the boundary between Gor and Bunar. This tract includes the small valleys of Lechir, Burdil, Rakhiot, Tatowai, Jiliper, Ganalo, and Gonar. None of these valleys contain any cultivation, and are used only for grazing goats in summer. Of the minor valleys on the right bank, Taliche contains the village of that name. Damasal contains the small hamlet of Bargin (4 houses), and grazing for cattle at the head. The Shingah is a deep narrow ravine, but goats graze there. The Am Ges and Ke Ges valleys contain, besides the valleys at their mouths, a small amount of cultivation higher up.

Gor proper.—Gor itself lies in a sort of amphitheatre above the right bank of the Indus under Chahmuri peak. It contains three forts—Lasanot, Dobot, and Kartalot—all situated close together, at an elevation of about 8,000 feet. Of these, Lasanot is the largest, containing 140 houses. The fort is an irregularly built structure, with walls of stones and wood and seven towers. The houses are all piled one on top of the other, the entrance usually being from the roof. Outside the fort are numerous small stone huts and wooden

buildings. In the former, live-stock are kept, while the latter are used for the storage of grain, etc.

Dobot and Kartalot are similar to Lasanot, but smaller, Kartalot being considerably the smallest of the three.

Gor is watered by numerous small streams which flow down from the surrounding hills.* In early summer, during the melting of the snow, these streams contain a fair amount of water, which gradually diminishes as the snow disappears. In the middle of October none of them contained more than the merest trickle of water, and the people have great difficulty in obtaining sufficient for their fields. In winter the streams dry up altogether, and the inhabitants are entirely dependent for their water-supply on a small spring near each fort.

The slopes of the hills are covered with a belt of pine forest from about 12,000 down to 8,000 feet, consisting chiefly of *chilgoza* and *pinus excelsa*. To the north and west the forest is thick, but thinner on the east.

Below 8,000 feet the ground is very broken and cut up with deep ravines. There are scattered trees down to about 6,000 feet, chiefly *chilgoza* and *bani*.

All the slopes near the forts are terraced and cultivated. Higher up on the hillside to the east are patches of cultivation at Martal, Junegir, Buimal, and Gitile, the latter a large space of open ground. To the west there are small patches of cultivation at Ganu, Bemur, and Teremal. There are a few fruit trees and walnuts about the forts and a good many at Gitile, but most of the fruit trees are lower down in the fork between the Lasanot and Dobot streams, where there is a large plantation. They consist chiefly of peaches and apricots with a good many vines. Lower down is the hamlet of Dirkal in a deep ravine. It contains twelve houses, but the people belong to the forts. Darang, situated at the junction of the Gor stream with the Indus, contains six houses.

On the other side of Chahmuri, the village of Taliche also belongs to Gor. It is situated on the stream of the same name at the mouth of a steep ravine, and a mile and-a-half above the junction of the stream with the Indus opposite Ramghat. It contains six houses, but the people belong to Gor.

Population, &c.—The population contained in the forts of Gor is approximately as follows :—

	Number of houses.	Headman.	
Lasanot ...	140	Dari Khan	Nearly all Shins, but a few Yashkuns and Dums.
Dobot ...	80	Kurban	
Kartalot ...	34	Dudoka	...All Yashkuns.
Total ...	254 families = about 1,250 souls.		

The headman of the whole of Gor is Sangali.

These 254 families may, I think, fairly be taken as representing the whole population. The outlying hamlets close to the forts are either not inhabited at all or inhabited only in summer.

The more distant villages of Taliche, Dirkal, Darang, Bargin, and Ges (2) contain a few inhabitants all the year round; but as a rule

* Water is also brought from the head of the Damot Nala, the channel which conveys it crossing the hills at the Luthu pass, an elevation of nearly 13,000 feet.

only a portion of a family live there, the remainder being in the forts. The outlying hamlets and villages are as follows:—

			Houses.	
Taliche	...	...	6	
Dirkal	...	...	12	
Darang	...	...	6	
Bargin	...	...	4	
Am Ges	...	...	12	
Ke Ges	...	...	12	
Teremal	...	...	4	Inhabited only in summer.
Bemur	...	...	2	
Ganu	...	...		No houses.
Gitile	...	...		
Buimal	...	...		
Junegir	...	...		
Martal	...	...		

Gor can muster from 300 to 350 fighting men.

Supplies and resources.—Owing to the insufficient water-supply, the people grow barely enough grain for their own use, and little, if any, is at present procurable from the country. They can supply a certain amount of grass, and wood is abundant.

Roads.—The principal roads are those from Darang to Gor, and thence eastwards across a spur from Chahmuri to Damot and Taliche, and northwards over the Luthu pass to Damot. These are all described in detail in Routes Nos. 17, 18 and 19; they are only rough cattle tracks, and all very steep in places.

Besides these, there are three cattle tracks from Gor (1) by the Kani pass to Damot: this is a very steep, rough track, and is used chiefly for taking cattle to graze at the Turan Harai at the head of the Damot Nala. From Turan a path descends to the Damot stream and joins the road from the Luthu pass; (2) a track through Martal to the head of the Damasal Nala; and (3) a track through Junegir, also to the Damasal Nala, but crossing the spur lower down. Both these latter are bad on the Damasal side, the higher one being the best; they are used for taking cattle to graze at the head of the *nala*.

There are also several foot-paths—one through Gitile to Bargin, said to be very bad and difficult. Another crosses the hills to the north about two miles west of the Luthu pass, descending into the Hosharai Nala. In summer men and goats can go all over these hills.

The Damasal Nala.—The Damasal stream flows between very steep, rocky hills, and issues through a narrow opening between high perpendicular cliffs. The only inhabited place in the valley is Bargin, a small outlying hamlet of Gor, situated about 1½ miles from the mouth. It contains four houses, and is cultivated by people from Gor.

Bargin is reached from the river by a steep track which ascends the hillside about a mile above the mouth of the stream. There is also a difficult foot-path from Gor through Gitile.

There is no road up the stream. The head is reached by two tracks from Gor, and cattle are taken there to graze in summer.

There is a foot-path over a pass at the head of the *nala;* thence into the Gashu or Hosharai Nalas.

There is no pass over these hills by which cattle can cross between the Luthu pass in Gor and Malpat at the head of the Ke Ges valley.

DAREL.

Darel lies to the east of Tangir and consists of the valley of Darel proper together with its subsidiary valleys, Dudishal and Khanbari.

The Darel valley is small but fertile and populous. Its upper portion is densely wooded with pine. It is drained by the Darel river, which has a course of about 25 miles. This stream runs in a southerly direction to the Indus, and is said by Mr. Hayward to be the largest stream joining the Indus from the north. It is joined by a few insignificant streams. The valley according to Mr. Drew is 1½ miles wide.

Biddulph gives the following list of villages :—

	Houses.	
Biriokot	800	Samankial.
Dudokot	700	
Mankial	140	
Rashmal	120	
Gaiah	500 (called Gaial by Biddulph).	

These figures are, however, greatly exaggerated. The "Mulla's" list varies somewhat. He mentions Gaiah, Phogaj, Samankial, Mankial, Patial, and Yaktut.

Ahmad Ali Khan, who obtained very detailed evidence regarding this valley, mentions the following places :—Gaiah, Phogaj, Samankial, Budankot, Mankial, Patial, Yaktut. All the villages named are fortified ones except Yaktut. Ahmad Ali estimates the total number of houses in the valley at 800.

Gunpowder is made in Darel, saltpetre being found there, and sulphur obtained from Hunza and Nagar. Bullets of stone are generally used, and gravel is used instead of shot.

The whole community can muster about 2,000 ill-armed fighting men. Colonel Ward who has been in Darel estimates the fighting strength at 1,000, while Ahmad Ali Khan says that Darel could in time of war furnish 1,500 fighting men, but Douglas considers the first estimate (2,000) to be probably correct.

The Darelis cannot be regarded as formidable, and they are certainly neither fanatical nor turbulent, although Mr. Girdlestone says that the people of Darel have a high reputation for bravery. The language spoken is a Dard dialect—the Shina.

The inhabitants belong to the Shin and Yashkun castes of the Dard race, and are Muhammadans of the Suni sect. Most of the people during the summer live on the hills, where pasture is to be found. Slave-dealing is not practised, but captives taken in war are kept as slaves. The "Mulla" considers the condition of the population to be very prosperous.

Of the customs of the people the "Mulla" says :—"The people of this valley have a curious custom which I never heard of, or met with elsewhere, of a separation of the sexes for about three months during the hot weather. The women all live together, and the men do the same; the former continue to do all the cooking, and the latter have their meals brought to them by the children or the oldest of the women. Any man committing a breach of this custom is punished by fine or expulsion for a year or more from his village."

Colonel Ward says that he has noticed in other valleys the separation of the sexes here mentioned.

Mr. Drew says that the cultivation is continuous along the whole length of the valley, vineyards abound, kine and goats are plentiful, deodar, pine, and oak grow on the hillsides. The "Mulla" mentions some *chinars* near Gaiah as being as fine as any he had seen in Kashmir. He also says that wine of a slightly intoxicating character is made from the grapes which abound. The Darel valley, Biddulph says, is celebrated in Yaghistan for its fertility; and for the enormous amount of cattle, goats, and sheep, amounting to many thousands, which the people possess. Cattle, the "Mulla" says, are kept in sheds away from the dwelling-houses. Mr. Girdlestone states that the principal products of the soil are wheat, barley, and Indian-corn; but, he observes, unlike other hill countries, it contains no rice. Fruits stored in houses will, the "Mulla" says, keep for a year.

The government, as elsewhere in Shinaka, consists of a sort of republic, the power of declaring war and the disposal of any important business being vested in a council of elders. According to Biddulph, a headman, or *mukadam,* to each village is recognised, whose office it is to settle personal disputes.

In 1866 Darel was invaded by the Kashmir Raja's troops by way of Punial. No resistance was offered, and the people fled, burning their houses and provisions. No advance was made beyond Mankial, and, eight or ten of the inhabitants being made hostages, the troops returned. Since then the valley pays a nominal tribute and the hostages are relieved yearly.

According to Biddulph, Darel has paid a yearly tribute of 4 *tolas* of gold-dust to Kashmir since 1860.

The "Mulla" gives the following account of his route up the Darel valley:—"The road up the Darel stream from the Indus ascends the right bank of the Darel river, passing at 4 miles from the Indus, a few houses belonging to Gaiah; it then passes over a well-cultivated plain and crosses the Gaiah stream, flowing from the north-west, by a wooden bridge, 52 feet long, which animals can cross. Leaving Gaiah, the road, which is in a very fair state, crosses the Darel by a substantial wooden bridge, over which laden cattle are taken to Phogaj (60 houses), 3 miles distant. The next places on the road are Pain and Bar Samankial, which consist of clusters of houses, 500 yards apart, 2½ miles from Phogaj; 2½ miles further on the road crosses a stream; and 2½ miles beyond, the Darel stream is passed by means of a wooden bridge. After crossing a stream, the road reaches Kuz Mankial, 1¾ miles distant; a quarter of a mile from which is Bar Mankial. One mile from this place is Patial (20 houses); about 4¾ miles distant is Yaktut (10 houses). At about 5¾ miles from this point are the passes leading into Paial or Punial and Yasin."

The routes used by the Kashmir army were the Chonchar and Dodargali passes, which meet at Yaktut. The Chonchar is said to be the only practicable route for horses between Darel and Gilgit. It is described in Route No. 23 at the end of this report.

The Dodargali route into the Singal valley is narrow and difficult and although the height of the pass is about the same as the Chonchar (about 14,000 feet) it is not so good a road and is only practicable

for unladen cattle. It was used in 1866 by one column of the Kashmir army from Gilgit, but it only reached Darel too late to co-operate with the other column.

As already mentioned, the Dudishal and Khanbari valleys are subordinate to Darel. The former is situated to the east of the Darel valley proper on the right bank of the Indus.

The road along the Indus is about ten miles in length from Darel and very bad. There is only one village in the Dudishal valley and this is situated on the left bank of the stream about four miles from the Indus. It is known by the name of Dudishal, and according to Ahmad Ali Khan is walled and contains 80 houses.

The Khanbari or Khandbari valley lies to the north of the Indus between the Dudishal and Hodar valleys. Its waters fall into the Indus about three miles west of the mouth of the Thur stream on the opposite bank. The Dudishal at its junction with the Indus is about 80 feet wide and 3 feet deep, with a rapid current, and therefore difficult to ford. There are no habitations in the valley, but there is good pasturage and the people of Darel use it as a grazing ground. There appears to be a route up the valley to the Chonchar pass mentioned above and thence to Gilgit.

The valley is credited with great mineral wealth. It has a great deal of fir and *padam* (pencil cedar). The valley at its upper end is formed by several glens, up one of which, known as Batel, there is a route into the Jojotgah glen, a tributary of the Kargah valley in Gilgit. Another ravine leads out of the Batel glen over the mountains to the Chileli glen, another tributary of the Kargah. Both these passes are about 14,000 feet high and destitute of vegetation. There is another pass, known as the Khanbari pass, about 6 miles to the west of the Chonchar. It connects the Khanbari with the Singal valley in the Gilgit district. It is about 700 feet higher than the Chonchar and more difficult. It is only used in summer by herdsmen and their cattle.

Douglas gives the following information which he collected from native sources :—

The Khanbari valley belongs to Darel. It is uninhabited in winter, but largely used by the Darelis as a grazing ground in summer.

The Dudishal valley contains a small fort with about 40 houses and 80 fighting men.

The places in the Darel valley from below are said to be—

	Gaiah	... A fort, 250 houses, 300 fighting men.	
	Phogaj	... „ 200 „ 300 „	
Samankial ...	Dudokot	... „ 250 „ 250 „	
Samankial ...	Biriokot	... „ 300 „ 400 „	
	Budankot	... A new fort built by the people of Samankial. It is uninhabited, and only for use in case of attack.	
	Tobata	... A village belonging to Phogaj. Not permanently inhabited.	
Mankial ...	Chaturkhankot	... A fort, 300 houses, 300 fighting men.	
Mankial ...	Lashanokot	... „ 200 „ 200 „	
	Patial	... A village, 20 houses	belong to Lashanokot.
	Junishal	... „ 20 „	belong to Lashanokot.
	Yachhot	... „ 40 „	belong to Lashanokot.

TANGIR.

Tangir is a fertile valley of Shinaka, situated on the right bank of the Indus, opposite Sazin. The aboriginal inhabitants are Shins and Yashkuns, but the fertility of the soil has attracted people from all the neighbouring valleys, so that now the immigrants out-number the rightful owners of the soil. The valley can muster about 1,200 fighting men. The principal villages are Kami, Jaglot, Diamar, and Lurg. Beginning with the last named the "Mulla" thus describes it:—"I went up the right bank of the stream, which, till within 2 miles of Lurg, flows through a very confined valley; the road has thus many ups and downs, but it admits of the passage of laden cattle. Lurg, about 6 miles from the Indus, is a village of about 50 houses, disposed in two groups, the first met with being for the live stock, and the second about half mile a further on for the dwelling houses of the people. It is situated on a plain about a mile in width and about 2 miles in length, which is well watered and partially under cultivation of rice and other grains. About the village there are fruit-trees in abundance, the walnut, in addition to those mentioned in connection with Sazin. (*Vide* page 78.) The cattle remain in the village during winter."

With regard to Diamar he says:—"It is about 4 miles above Lurg, from which village the road ascends rather abruptly for half a mile, and then rises gradually for 3¼ miles. Diamar is a village of 80 houses, all in one group, the cattle-sheds being near the dwelling houses. Rice is not much cultivated, but other grains are produced abundantly enough, and there are walnuts and fruit trees about the village, but I did not notice the grape. A canal brings its water-supply to Diamar from a stream in Jaglot grounds, which, besides irrigating, &c., turns the mills of the village. The supply of water is, however, altogether dependent on the will of the Jaglot people. There is a fort at Diamar with a few houses in it."

From Diamar, Jaglot is distant about 4 miles up the valley. The road thither has, however, a general descent, as it is on somewhat lower ground, on a level with and near the Tangir stream; but there are ups and downs. Jaglot consists of about 200 houses, scattered over a plain about ¾ mile square, with some 20 or 30 houses at the foot of the hill slope. The houses are generally on the ground belonging to, and tilled by, the owners. The Tangir river is crossed by a substantial wooden bridge immediately above Jaglot. This bridge is about 60 feet long, but it does not allow of cattle crossing.

The principal village in the Tangir valley is Kami it is about five miles above Jaglot, on the left bank of the stream. The road between the two places is in very good order. Kami contains 250 houses, both double and single storied, with flat and sloping roofs, chiefly the latter, and a fort which had once been allowed to fall into disrepair, but has since been put into thorough order by Mulk Aman, who, with his followers from Kashkar, occupied it. There is a good deal of fine cultivation about Kami, and the usual fruit trees, the grape being less in quantity; there are also water-mills.

The "Mulla" gives the following account of the valley above Kami:—

"Keeping to the left bank of the stream and in very fair order,

the road at 2½ miles passes the village of Palori, of 20 houses, which, with the exception of rice, has the usual cultivation and walnut and apricot trees growing about it. Proceeding little over half a mile the road comes opposite to Parbat on the right bank of the river, a village of 20 houses similar to the last. About 1½ miles further on a stream draining the Kichlo valley from the west joins the Tangir. A road fit for laden ponies to Kandia leads up that stream. Dabas, 20 houses, is the next village on the left bank at 1½ miles from the junction, and 2 miles further is Kurangi, 20 houses, the last of the Tangir villages, on the road to Yasin and Mastuj. A stream draining the Michar valley from the west joins the Kurangi. A good road to Kandia leads up the Michar stream and joins the road from Parbat. Kurangi is altogether a Gujar village, the people, besides their pastoral pursuits, taking to cultivation, producing the same crops as at Dabas and Palori."

The valley from Palori upwards is well wooded with pine, which, however, does not reach the ridges ; below Palori there is no forest in the valley, and even on the hill sides there is not much.

From the top of the Tangir valley roads to Yasin and Mastuj branch off, the former by the Sheobat pass leading into the Batresgah and thence to Dahimal in Yasin, the latter by the Gujarkoni pass leading to Chashi. These passes can be reached in about four hours from Kurangi. These are probably not high, and there is no forest on them.

There is also a road to the Kandia valley and thence to the Kohistan of Swat.

Tangir is celebrated for its flocks and herds which in summer pasture in Yasin, paying in return to the ruler of Yasin a tribute of salt and tobacco, besides sheep and goats. The people are very fanatical. The Tangir Nadi is a considerable stream, being fed by several tributaries.

Douglas says that Tangir contains three forts—Diamar, Jaglot, and Kami; also numerous villages. It can turn out 1,500 fighting men. The headman is Sarmast.

This is the end of the Shin country proper.

The people below talk a different language, and have an admixture of Pathan blood.

HARBAN VALLEY.

The Harban valley is situated to the west of the Thur Nala on the left bank of the Indus, opposite the Darel valley. It is drained by a stream of the same name, about 4 miles from the junction of which with the Indus lies the village of Harban, which contains about 100 houses. Around Harban there is a little cultivation. The valley is well stocked with fruit trees.

The people are called "Bhije". Such at least is the "Mulla's" account of it. Ahmad Ali Khan, however, says Harban consists of two forts, close to each other, containing about 180 houses.

According to Douglas, the Harban valley is about 16 miles below Thur. It contains a fort situated about 10 miles from its mouth, and can turn out 600 or 700 fighting men.

SHATIAL VALLEY.

To the west of the Harban valley and to the south of the Indus is the Shatial valley. Ahmad Ali Khan says that its waters fall into the Indus about two miles west of the mouth of the Harban stream. On the right bank of the stream which drains the valley and about two miles south of the Indus is the fort of Shatial. It contains about 120 houses.

According to Douglas, Shatial is a small valley 8 miles below Harban. There is no fort. The valley can turn out 200 or 300 fighting men.

SAZIN VALLEY.

This is to the west of Shatial. Its waters fall into the river about three miles west of the mouth of the Shatial and opposite to that of the Tangir stream. About 1¾ miles from the left bank of the Indus and half a mile from the Sazin Nadi is the large village of the same name. It is thus described by the "Mulla":—"Sazin is a well-favoured place; rice, as well as other grains, are grown, and the grape and mulberry, with the apricot and apple, thrive there. The grape is trained along trelliswork, and the varieties are those of Kashmir, the white and purple, and though occasionally met with in the Kohistan, it is only here that I first found them in any quantities. The mulberry is the white and black, but the apple is of a small acid kind. A little silk is also produced here, I believe, but only for local use. Chillies and onions are grown here as well. The live-stock of the village is kept apart from the dwelling houses, there being a collection of about 200 houses for them, which are passed before getting to the village with an interval of about 200 yards between. There is a walled enclosure in the village which contains about 250 houses, with as many houses on the outside. The houses are two-storied, with sloping wooden roofs, of split pine, the upper storey for summer and lower for winter. To the upper story the approach is from the outside by a notched piece of wood for a ladder. The houses are all huddled together, and in the enclosure there is scarcely room to move about, and very little daylight. The people are filthy, and high smells are the rule. The Sazin stream is small, and what I saw of the valley was not well wooded."

There is a ferry across the Indus opposite Sazin. The people of Sazin have a feud with those of Diamar in Tangir.

Douglas says that the Sazin valley is 8 miles below Shatial. The fort is one and a half miles from the river; headman Ghafar; 300 or 400 fighting men.

SUMAR VALLEY.

Twelve miles below Sazin is a valley called Sumar. It belongs to Sazin, and contains one village about 6 miles from the river, with 60 to 100 fighting men.

The Sumar stream is said to be as big as the Thak stream. There is a very bad *pari* between Sazin and Sumar which cattle cannot cross.

Route No. 1.

FROM ABBOTTABAD TO BUNJI *viâ* THE BABUSAR PASS.*

Authorities and dates.—BELEY, 1887; DUNLOP, DOUGLAS, POWELL, 1893.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	MANSEHRA ...	16	16	Road broad and fit for wheeled traffic. Mansehra is a considerable village on both sides of the road, and on the left bank of a large stream, which is crossed by a substantial bridge. Supplies procurable; water plentiful.
2	JABAH	12	28	*Ekkas* can travel for the first 9 miles; thence the road is passable for camels. At 9 miles the Garhi Habibulla road branches off half right (see below). Jabah is a small village on a rise between the Jabah Nala and the Labanai Nala. Space to encamp two regiments on the terraced fields. A spring of water 50 yards from camp near a hut on the Labanai Nala.
3	BALAKOT (3,700′) ...	10	38	Road, 8 feet wide, goes over the Dumgali pass, practicable for camels. From the *kotal* there is a steep descent of about 1,000 feet to the Kunhar river. Encamping ground for two regiments at Balakot under trees near the *thana*. Supplies and water plentiful.

Alternative route from Mansehra to Balakot viâ Garhi Habibulla.

Leave the Jabah road at 9 miles from Mansehra. Thence by a road fit for wheels to the Kunhar, which is reached at 18½ miles from Mansehra. From here there are two roads, one up either side of the river. The one on the left bank is not so good, but must be used. The bungalow is on the right bank of the river. Balakot is distant 12½ miles from Garhi Habibulla, or 47 miles from Abbottabad, *i.e.*, 9 miles further than by the Jabah route.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
4	KUWAI (5,205′) ...	13	51	Cross by a bridge to left bank. Road practicable for laden mules, though there are some steep ascents and descents, especially at Sangar and at the Ghanul Nala. Encamping ground on the fields; there is a small stretch of grass, but it affords room for only three companies. Grass fairly plentiful; water and supplies.
5	JARED (5,135′) ...	13	64	Road good throughout and passable for transport animals. At 4 miles reach Paras, where there is room to encamp three regiments on the terraced fields. From here a path crosses the river to Bhogarmang. There was a bridge at Paras, but it has recently been wrecked. Up to this point the road descends steeply, and is liable to landslips. At about 8½

* The following description of this route was written in August 1893.

A. H. M.

ROUTE NO. 1—*contd.*

From Abbottabad to Bunji viâ *the Bubusar pass.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.

miles cross the Bhunja Nala by a bridge 8 feet wide. This *nala* is subject to considerable rises, and the bridge has at times been washed away. At 12 miles two roads lead to camp, one keeping on the left bank, avoiding bridges, which should be used for convoys, and the other crossing the Kunhar by a bridge at this point, re-crossing at the camping ground. The latter is more level and can be used by troops. Encamping ground limited. There is a grove of deodars under which is room for 3 or 4 companies. Supply of milk (June) 2½ maunds *per diem*. Grass is scarce and should be brought in from the Bhunja Nala. There is a good camping place on waste ground at Malkandi, 8 miles from Kuwai.

No. of stage.	Names of stages.	Inter-mediate.	Total.	Remarks.
6	KAGHAN (6,800') ...	15	79	Pass Mahandri at 2 miles, space to encamp one regiment. Immediately afterwards cross the Manur Nala by a bridge. At 10 miles reach Dewan Bela, whence there is a track on the

opposite bank up the Bathul Nala to the Chor. At Kaghan there is space for one regiment on the stony *bela* on right bank. Valley open; plenty of cultivation; supplies in small quantities; grazing plentiful. Transport can be encamped on left bank, just south of Kaghan; but this position is too wet for troops.

No. of stage.	Names of stages.	Inter-mediate.	Total.	Remarks.
7	NARANG (8,275') ...	16	95	Road up right bank, passing Rajwal, the residence of the head Saiad of Kaghan at 3 miles. A mile further on is the site of the Rajwal bridge which was wrecked by floods in July

last. Then over fairly easy ground, fording three streams. Reach Andhaira Bela at 8 miles; thence by a difficult road pass Piaz Bela at 9 miles, and at about 13 miles cross the Bhimbal Katha by a narrow but sound bridge, ascending very steeply to its left bank. From this point the road is good, except for the passage across the streams, where the fords require re-construction. Large open space for camp at Narang; grass and fuel plentiful. Beyond this stage, supplies (goats, &c.) are not easily procurable. If necessary, a halt can be made near Piaz Bela.

No. of stage.	Names of stages.	Inter-mediate.	Total.	Remarks.
8	BHATTA KUNDI (9,000').	9	104	Along the left bank of the river, crossing the Narang Katha (unfordable in July). This is the most difficult march in the valley, the road being in places built out over the river. Oppo-

site Sahoch, however, the valley widens, and the road passes over grassy downs for about 3 miles. At Bhatta Kundi fuel and grass plentiful.

No. of stage.	Names of stages.	Inter-mediate.	Total.	Remarks.
9	BURAWAI (9,330') ...	9	113	Road good for 2 miles till steep descent is reached to bridge, crossing a rapid stream to Parla Bhatta Kundi. From this bridge, which is narrow but sound, pass over grassy downs for a mile;

then cross Dadu-ka-Katha by a bridge. Over downs for another mile, cross a snow-bridge, and along 3 miles of downs intersected in three places by ravines, the streams being crossed by bridges. Just before reaching camp another stream is crossed. Grass and fuel plentiful.

No. of stage.	Names of stages.	Inter-mediate.	Total.	Remarks.
10	BASAL (10,400') ...	12	125	From the third mile the road goes over level pasture land.

ROUTE NO. 1—*contd.*

From Abbottabad to Bunji viâ *the Babusar pass.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
11	GITTIDAS ...	7½	132½	The regular road runs along the right bank of the stream to the south end of the Lulu Sar lake, 11,000 feet, where it crosses by a ford. This ford is sometimes difficult. The northern end of the lake is reached at 4½ miles; thence the track runs along the Gittidas stream. There is no wood in the Gittidas valley above the Lulu Sar lake, but there are a few juniper bushes in places.*
12	BABUSAR (9,200′) ...	6	138½	Cross the Babusar pass (13,400′) at 1 mile. The descent, which commences almost immediately, is gradual and easy. At 4⅓ miles the Tatawai Nala is crossed; there is a track up this, and a pass at the top into Loi Halol. 1½ miles beyond, Babusar village is reached. Camping ground near the upper village. No supplies, but grass and wood plentiful. Good water-supply. Babusar consists of two villages, an upper and lower, about 1 mile apart, and containing between them only seven houses. Both are on the left bank of the stream. An alternative camping ground exists at the Tatawai Nala.
13	THAK (6,500′) ...	8½	147	Road descends at an easy gradient through pine forest along the left bank of the stream. At 3 miles it crosses to the right bank, re-crossing about a mile lower down. At both places there are good bridges made out of a single large plank passable for mules. At 6 miles it again crosses the stream, but re-crosses half a mile below; bridges as before. The road is rough and rocky in places, but quite practicable for laden mules. Thak is a large village, containing 80 to 100 houses built on the top of a high rock about 200 feet above the stream. Supplies only obtainable with difficulty in small quantities, but grass and fuel plentiful. Camping ground on cultivated ground near the village.
14	CHILAS (4,100′) ...	13	160	For the first two miles the road is along the right bank of the stream. Here the Niat valley joins, and the road crosses the Niat stream by a good bridge, and goes down the right bank, passing through the village of Basha at 2½ miles, opposite Singal at 4 miles, and through Dasar at 6 miles. This is the lowest village in the valley. There was a mud flood down the valley last year which carried away the road in many places, but the whole distance from Babusar to Chilas has now been made practicable for laden mules. The Thak stream was unfordable in June 1892. It is bridged about 10 miles from Thak, where the new road up the Indus valley crosses it. There is a good road from there to Chilas. Grass scarce, but can be cut and brought down from the hills.

* At the north-east corner of the Lulu Sar lake the road is within two miles of the Kohistani border, and it is here that the Kohistanis would, if anywhere, be likely to attack our troops or convoys using the Kaghan road.

A. H. M.

ROUTE NO. 1—*contd.*

From Abbottabad to Bunji viâ *the Babusar pass.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
15	GES*	12½	172½	A road, practicable for laden mules, from 4 to 6 feet wide, level throughout or at an easy slope. Water-supply at camps ample. Fuel plentiful, but fodder must either be carried from Chilas or brought down from the hills. All the principal streams are bridged, but the road requires to be widened throughout to 8 feet to allow of laden mules passing one another. (For details see Route No. 11.)
16	JILIPER ...	14	186½	
17	LECHIR ...	13½	200	
18	BUNJI	13	213	

The above route from Garhi Habibulla to Chilas was traversed by Colonel Gaselee, C.B., A.D.C., in June and July 1894, and the following notes were furnished by that officer:—

21st June, 1894. Garhi-Habibulla to Balakot, 13 miles.—There is no road for this march†, but there is a possible mule track, which offered no difficulty when going; but on the return journey on 14th July, after heavy rain, some of the streams were much swollen and the track was bad in places.

It is to be hoped that a useful bridge will soon be erected at Balakot, so that the direct road from Abbottabad can be used. There is considerable traffic between Hazara and the Kaghan valley, Chilas and Gilgit at this season of the year, and the want of a bridge over the Kunhar river, at Balakot, is much felt.

Balakot is a large village and there is evidently a considerable trade as it is the depôt from which the Gujars (shepherds) of Kaghan obtain their supplies of salt and other necessaries.

The principal *baniah* is Rup Chand, who has agents along the Kaghan valley route and at Chilas. If required, he could probably arrange to send up supplies at any time on hired mules.

22nd June.—Balakot to Kuwai, 13 miles.—The road throughout is a fair 6-foot mule track, generally in good order, but there are some places where the hill-side has fallen on the road and repairs are necessary.

There are some steep ascents and descents which make the march trying for laden animals.

Headman of Kuwai: Saiad Ghulam Haidar Shah. Kuwai is a rich valley with a good deal of rice and Indian corn cultivation and abundance of good grass on the hill-sides.

23rd June.—Kuwai to Jared, 13 miles.—Between Kuwai and Paras, about 4 miles, considerable repairs are needed as the hill-side has slipped and blocked the road. There is, however, no real difficulty for laden mules at present.

From Paras on to Jared the road at present is in fair order, but there are several places built out over the river which require watching, and if neglected for long would no doubt become dangerous for laden animals.

Jared is a considerable village on the right bank of the river, which is at present only crossed by a twig bridge (*jhula*).

* The Ges post has now been abandoned and posts have been built at Gine 8 miles from Chilas, and at the mouth of the Bunar stream 17 miles from Chilas. As a rule Chilas to Bunar is done in one stage.

† This only refers to the left bank of the Kunhar river.

Route No. 1—*contd.*

From Abbottabad to Bunji viâ *the Babusar pass.*

No. of stage.	Names of stages.	Distance.		Remarks.
		Inter-mediate.	Total.	

There is some rice and Indian corn grown. Grass on the hills abundant. Inhabitants: Swatis; headman: Habibulla Khan.

24th June.—Jared to Kaghan, 15 miles.—The road on this march is capable of much improvement, and does not bear so many signs of work having been expended on it as the two previous marches. The alignment might be improved.

There is a good bridge over the river at Kaghan. This is the head village of the Saiads, Nadir Shah, Rahim Shah, and Bahadur Shah.

Indian corn is the only crop grown, and there seems a good deal.

The chief Saiad, Ahmad Ali Shah, and his brother, Pir Wali Shah, live at Rajwal, about three miles up the river from Kaghan.

25th June.—Halted at Kaghan to rest men and mules.

26th June.—Kaghan to Narang, 15 miles.—Owing to the bridge at Rajwal being impassable it was necessary to leave the regular route and follow the road on right bank. This was bad in places. The road on left bank can now be used as the Rajwal bridge has been repaired.

Between Rajwal and Bhimbal there are several places where the road runs along the cliffs and has been broken down by snow. There would be no difficulty in repairing it, and there is no place which could not be re-made by the regimental working party with picks, shovels and crowbars.

From Bhimbal to Narang the road has stood better. The fords over streams require levelling, or, better still, the streams should be bridged by well raised bridges, which could be easily made from materials available on the spot.

There is a good bridge over the river at Narang, which is crossed near the camping ground.

27th June.—Narang to Bhatta Kundi, 9 miles.—An easy march with gradual ascent. The road made last year in many places almost obliterated, but can be easily repaired. No difficulty for laden mules. There is very little cultivation, but very good grass in abundance on the hill-sides.

28th June.—Bhatta Kundi to Burawai, 9 miles.—Several mountain streams cross the road on this march; and as many of the bridges have been carried away, there would be difficulty at times. There is a bridge over the Parla Bhatta Kundi Nala. The road made last year has stood fairly well. At Burawai a stream is crossed by a bridge which has been erected locally and will not stand a heavy flood or the winter snow.

Before this could be considered a suitable route for transport of supplies, in large quantities, it would be necessary to bridge the streams on this march, but there would be no difficulty in doing so. They were all bridged last year, but, the bridges have been carried away by the spring melting of the snow, or the weight of the snow. The bridges should either be much higher so as to be above flood-level, or it must be understood that temporary bridges would have to be made every year. There is no lack of material as two trees with a roadway of rough planks are sufficient. The natives of the country would always make sufficiently good temporary bridges, at a small price: at present they do not trouble to bridge the smaller streams, as cattle and mules can cross, except when there is a flood.

29th June.—Burawai to Basal, 14 miles.—Cross the river near the village of Burawai by a very shaky bridge which has been recently put up for the convenience of the shepherds. The road on right bank is then difficult and requires making. The left bank was used last year and the river crossed near the village of Seri, about 4 miles higher up.

ROUTE NO. 1—*contd.*

From Abbottabad to Bunji viâ *the Babusar pass.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

The bridge of Seri was broken down by the weight of snow.

At about 2 miles beyond Seri a spur is crossed by a road made last year, of which both ascent and descent are steep, the latter specially so. On descending to the valley the track is easy for about 2 miles, when another spur has to be crossed. The Basal plain is then followed.

At some seasons of the year, when the river is fordable, the valley can be followed most of the way, but at this season it is quite impossible to ford the river anywhere.

A good hut was built last year at Basal by the 5th Gurkhas, which is still standing and is much used by travellers. There is also a hut about 2 miles lower down on the left bank, built by the 23rd Pioneers; it is said to be out of repair.

30th June and 1st July.—Halted. The second day on account of rain.

2nd July—Basal to Babusar, 15 miles.—As the ford at the southern end of the Lulu Sar lake is not fordable at present, the track followed the right bank of the lake and crossed the stream at the northern end. The made road is on the left bank of the lake. The track on the right bank is practicable for mules and could be made into a fair road without much labour.

After joining the road shortly after crossing the stream, it was found to be in very fair order and not much damaged by the winter snow. On reaching the Gittidas valley there is a good deal of swampy ground which is trying to mules. From Gittidas there is a good mule-road, by easy gradients, to the top of the Babusar pass.

The usual camping ground is at Gittidas about 10 miles from Basal, but there is no fuel.

The descent from the top of the pass to village of Babusar is somewhat steep, and owing to melting snow is in bad order. At about 2 miles a well-wooded country is reached.

3rd July.—Babusar to Thak, 8 miles.—Gradual descent by a very fair well-bridged road. The road is being improved and a strong cantilever bridge has been made over the stream at Thak by the 23rd Pioneers.

4th July.—Thak to Chilas, 13 miles.—Road in very fair order and is being improved by 23rd Pioneers. Several good cantilever bridges have been built over the stream. A strong fort has been built at Chilas by 23rd Pioneers. It is probably strong enough to resist all attacks from the neighbouring tribes.

The water-supply is collected in two large tanks just outside the fort walls, being brought there by a channel from a hill stream, which is liable to be cut off.

General description of the road.—On the return march no difficulties were met with. The road generally is not so bad as might have been expected, considering the heavy snows of winter and the fact that no repairs have been carried out this year.

There is a good deal of traffic, and country mules find no difficulty. Without repair the route would not be suitable for the passage of troops and stores in large quantities, but the expense involved in making it really practicable would not be heavy if a mule road was considered sufficient.

Saiad Ahmad Ali Shah seemed quite ready to carry out ordinary repairs, but said he had received no orders to do so. Some bridging is necessary, especially between Burawai and Basal, where a good bridge over the main river is absolutely necessary. If a good road were made, there is no doubt that considerable damage would be done every year by winter snows; but, as far as I have seen, I do not think the damage need be such as to deter Government from making a good 6-foot mule track. Alignment of the existing road could no doubt be improved in many places.

ROUTE NO. 1—*contd.*

From Abbottabad to Bunji viâ *the Babusar pass.*

No. of stage.	Name of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

The following notes on the Kaghan valley road by Captain A. A. Barrett, 5th Gurkha Rifles, show the condition of the road at the present time (April 1895).

Abbottabad to Mansehra, 16 miles.—The road is fit for wheeled traffic, and tolerably good in dry weather. After heavy rain it becomes extremely bad.

Mansehra to Jabah, 12 miles.—First 8½ miles to Ota-sisi as above. The Kaghan road then leaves the Kashmir high-road.

For the first two miles it is broad enough for carts, and has been roughly metalled in the centre to a breadth of about two feet. Two bridges were in course of construction, with stone piers and about 20' span. These should be finished by the end of April. The *nalas* have steep rocky banks, and until the bridges are ready, camels would have a difficulty in crossing in wet weather.

A steep rocky descent about a mile before reaching Jabah requires improvement.

Jabah to Balakot.—Eight miles by the former track, ten miles by the newly-constructed road.

The road has been much improved and broadened throughout. An entirely new line has been taken over the pass which lengthens the march by two miles.

The gradients are now quite easy everywhere. One or two small bridges not yet complete, but should be ready by the end of April. An easy march for laden camels.

Balakot to Kuwai.—Thirteen miles by old road; about fourteen when new diversions are completed.

A suspension bridge with stone piers is being built over the Kunhar, but will not be ready till August. Meanwhile the river is crossed by a rough cantilever bridge raised on piles of stones. The site is bad owing to the best site having been taken for the new bridge.

The piles of stones will probably be washed away by the first flood. At present laden mules can cross the bridge, but it is not very strong.

The road has been broadened and improved. Two important new diversions have been made, one over the Sangar Nala (at 5 miles), and one over the Ghanul Nala (at 11 miles). By means of these the old steep ascents and descents are avoided. The bridges over these two *nalas* are not yet complete, and the Ghanul bridge will not be ready for some time.

A good diversion is being made at Kuwai village avoiding the steep ascent to the camping-ground.

Bridge not yet finished.

The camping-ground at Kuwai is small and dirty, but has been improved lately. More cultivated fields could be taken up if necessary, or troops could encamp about ¾ of a mile beyond, on some fields below the road at the point where it turns out of the Kuwai Nala. Water is some distance off, and would have to be brought by *pakhal* mules.

ROUTE NO. 1—*contd.*

From Abbottabad to Bunji viâ *the Babusar pass.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

Kuwai to Jared, 13 miles.—At about 4 miles the road descends to Paras by some very steep zigzags, usually in very bad order. Diversions have been made at various times, but none are satisfactory, the hill-side being unsound and liable to slips. An alternative route diverges just above zigzags and goes through the forest at a high elevation, descending to the ordinary road again at the Bhunja Nala, just beyond Malkandi.

This track is in fairly good order and practicable for laden mules, but much longer than the ordinary road, and the descent at Malkandi is steep. It could only be used in summer.

At Paras the road runs through cultivation for some distance.

Troops could encamp in the fields or on the bank of the Kunhar.

At about 7 miles reach Malkandi, a level well-wooded plateau, a few feet above the river-bed. Good ground for encampment, but supplies have to be brought from Bhunja village, some distance away.

The forest bungalow has ample room for storage. It is a square walled enclosure, two-storied, with rooms on three sides, apparently built for defensive purposes.

Road in fairly good order throughout; $\frac{3}{4}$ of a mile beyond Malkandi cross the Bhunja Nala by a wooden bridge in good order. The road continues by the left bank to Jared.

At about 12 miles ascend about 500 feet to avoid a steep rocky cliff, and descend again the other side. The sappers working here in 1893 took the road across to the right bank and back to the left bank at the village of Jared.

Both bridges have since been swept away. The Public Works Department propose to make the road about half-way between its present level and the river-bed.

At Jared the camping-ground is in fair order, and supplies are plentiful. The villagers are about to make a new bridge.

Jared to Kaghan, 15 miles.—The road continues by the left bank. At 2 miles cross the Manur Nala by a wooden bridge in fair order but badly placed. It would not stand a flood. The Public Works Department have selected a site for a new bridge higher up the *nala*, which is expected to stand against floods. The Manur is the largest tributary of the Kunhar and is subject to very sudden rises in the summer.

This is the furthest point at which the Public Works Department are at work on the road. They are not responsible for its condition beyond Balakot, but are spending such money as is available in improving it at various points up to Manur.

Beyond that the road is kept up by the villagers under the direction of the Forest Officer.

It continues by the left bank and is in fairly good order, though rough and stony in places, but practicable everywhere for laden mules.

At 10 miles reach Dewan Bela, a good camping-ground, with supplies available.

ROUTE NO. 1—*contd.*

From Abbottabad to Bunji viâ *the Babusar pass.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

At Kaghan troops may encamp in the cultivated fields when crops are not standing. Otherwise the usual camping-ground is about ½ mile before reaching the village, on a rough and bad place liable to avalanches and slips. It was here that some muleteers were killed by a mud-slip in 1893.

If necessary, troops could cross the river by the bridge, and encamp beyond on the right bank.

Nadir Shah and Bahadur Shah, the two Saiads next in importance to Ahmad Ali Shah, live here on opposite sides of the *nala.*

Kaghan to Narang, 16 miles.—There is a wooden bridge in good order about a mile beyond the village of Kaghan. In 1893 the sappers made the road as far as Rajwal on the right bank, but the cliff on that bank is rotten, and no road could ever last long. It has now fallen away in several places.

On the left bank the road is fairly good, but rough and cut up by water-courses. At 3 miles reach Rajwal, where Ahmad Ali Shah lives. There is a good bridge beyond the village, by which the road crosses to the right bank.

Room for troops to encamp near the bed of the river.

Up to this point there was very little snow on the road, except a few drifts. Just beyond Rajwal was a large avalanche, the snow of which was still soft and troublesome to cross for laden mules. Breadth about 100 yards. There were other similar avalanches further on, and a good deal of soft snow lying in shady places.

The cultivated ground at Andhaira Bela (8 miles) was clear of snow, but beyond that there was no place without snow large enough to pitch a tent.

The road was in fairly good order up to the Bhimbal Nala (13 miles). This *nala* leads to the Malik-Seri pass, which is the most direct route to Palas in Kohistan. It is said to be open about the same time as the Babusar, and practicable for laden country ponies, though the ascent is very steep. The most frequented of all the routes from Kaghan into Kohistan is the Sapat pass, which is reached from the *nala* behind the village of Sahoch, four miles beyond Narang. This pass leads directly to Jalkot, and is said to be open at the same time as the Babusar.

In the narrow defile beyond the Bhimbal Nala the snow lay about a foot deep and gave the laden mules some trouble. One of our loads fell into the river and was lost.

Beyond the defile the road was almost entirely covered with snow, and on the plateau at Narang it lay from two or three feet deep. Just before reaching Narang the road crosses again to the left bank by a wooden bridge in good order.

Beyond Narang the road was impracticable for laden mules.

It continues by the right bank to Bhatta Kundi (8 miles).

On April 7th I went part of the way through the defile beyond Narang. The snow was over four feet deep at a place where there was no drift. Avalanches were constantly falling from the hill sides.

There is an excellent camping-ground at Narang, with abundance of grass.

ROUTE NO. 1—*concld.*

From Abbottabad to Bunji viâ *the Babusar pass.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

The people there told me that if no more snow fell, it would be free from snow by the first week in May. They also told me that the Babusar pass could be crossed by laden mules at about the same date.

There was frost at night at Rajwal on April 5th, and at Narang the cold was severe.

Grass supply.

The people have still a good deal of grass stacked from last year, but they are now rapidly using it up. If due notice were given them of the march of troops up the valley, they would keep the grass and sell it, as there is already enough grazing below the snow line to keep their cattle going. It is not worth their while to keep their old grass unless they know for certain they will get a price for it.

There are Government grass *rakhs* near all the camping-grounds up to Narang. These are leased yearly in April and May to the villagers by the Forest Department,

If troops or convoys are to go that way, these leases should be taken over in good time by the Commissariat Department.

Beyond Narang there is abundance of grass to be had everywhere for nothing after the snow has melted and the new grass come up.

General condition of the road.

It may be divided into three sections—

1. From Abbottabad to Ota-sisi. Practicable for carts.

2. From Ota-sisi to Balakot. Practicable for laden camels.

3. From Balakot onwards. Practicable for laden mules and ponies only.

The Public Works Department is responsible for the first two sections, which are in good order with the exceptions already noted.

A portion of the third section—*i.e.*, from Balakot to Manur Nala—is also being improved by the Public Works Department, but they are not responsible for keeping it in order throughout. The remaining portion has to be looked after by the Forest Department.

The whole of the road above Balakot is liable to damage from slips and floods during the summer months, and also when there is heavy rainfall during the winter. The snow does not appear to do much damage, except where there are avalanches. The villagers appear to be quite willing to make necessary repairs in return for small concessions connected with wood and grazing. They can also make good bridges if supplied with wood.

The Saiads are extremely polite and attentive to strangers and appear willing to help in every way. They are very jealous of each other, and each one wishes to show that he is not more backward than the others in doing all he can.

Ahmad Ali is much superior to any of the rest as regards education and knowledge of the outside world.

Route No. 2.

FROM DARBAND TO BUNJI *viâ* THE INDUS.

Authority.—THE "MULLA."

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	GARHI ...	14	1	At 8 or 9 miles enter independent ground called Pukhtana, whence the road, though fit for mules, grows worse. The first village in Pukhtana is on left bank Kandar (Shingri), 40 houses, inhabited by Hasanzais ; cultivation. On opposite bank are Mada Khel and Mahabra, of 35 houses each, inhabited by Mada Khels. These and surrounding hamlets can muster 500 armed fighting men. One mile from Kandar, Towara on left bank (20 houses) is passed and after another mile cross to right bank on rafts. The current here is gentler, stream 110 yards broad with rocky banks, but a little lower down the stream is only 30 yards broad and the current is very great. Animals have to swim across guided by men on rafts. Road continues along right bank 3 miles to Garhi (300 houses), an Isazai village. Grass and trees at intervals.
2	KAMACH ...	7½	21½	Pass Nawakila (20 houses, Isazais) at ⅓ of a mile, and after another ⅓ of a mile Kila Mujahidin (Maidan), built by the Hindustani fanatics. There is cultivation about it. At 2¼ miles further pass Bimbal (20 houses, Hasanzais), and 2 miles more Biliani, the last of the Hasanzai villages. Thence 2 miles to Didal (20 houses, Chagarzais) and on a ridge on left bank, opposite Didal, is Darbanai with a stiffish ascent of about 1¼ miles up to it ; it is an out-post of the Pukhtana people, and is occupied by Akazais. There is cultivation about it. From Didal ½ a mile leads to Kamach (40 houses).
3	PAS KABALGRAM ...	7½	29	At 2 miles above Kamach a small stream joins the Indus on left bank. At 1½ miles further, Dab on right bank (Chagarzais) opposite Judba on left bank, is reached. Valley continues confined ; the river between these villages has a rapid current, and is crossed by rafts of inflated skins. At 2 miles more cross a stream known as the Itai Dara ; it is 20 yards broad and three feet deep. Then the famous tomb of Akhund Salah Sahib is passed, and 1 mile further Kuz Kabalgram (200 houses), and a mile further Pas or Bar Kabalgram (300 houses) are reached. They are inhabited by Akhund Khels.
4	SARKUL ...	10	39	Coolies have now to be used, as the road is not fit for mules. Continue along right bank. At one mile pass Shagai (20 houses, Akhund Khels). At 1¼ miles further, Jatkul (15 houses, Akhund Khels) ; then cross the Puran stream (50 feet wide 2 feet deep), and after 1¼ miles from crossing is Daur (30 houses) on opposite bank (Akhund Khels) ; cultivation about it. Road then passes Manser and Gunagar (16 houses), which gives its name to a stream (36 feet wide, 2 feet deep, with rocky bed), which joins the Indus from the north-west. (A road goes up the Gunagar stream to Chakesar, Puran, Ghorband, and on to Swat, and another road from Chakesar to Kana ; though not good, ponies can be taken along these roads). After ½ mile Maira on opposite bank is passed. Road from Pakli to Swat lies through it. After another 2½ miles cross a small stream, on which are some flour mills, and after 2¼ miles more reach Sarkul (250 houses, Akhund Khels) ; it is in Pukhtana, but as well as Gunagar, is under the influence of Chakesar ; much cultivation and many cattle.

ROUTE NO. 2—*contd.*

From Darband to Bunji viâ *the Indus.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
5	SHANG ...	15	54	At $\frac{3}{4}$ of a mile cross a small stream, and $1\frac{1}{4}$ miles further on opposite bank is Thakot, near which a stream from the east, which is difficult to ford, joins the Indus. Up this stream 2 miles is Kanshi; this and Thakot are in Pakli; much cultivation and fruit; good grazing. (At Thakot route from Oghi and Abbottabad joins.) Up the road 2 miles cross stream and Takhta, village of 40 houses belonging to Chakesar (it has a fort and 800 houses, and gives its name to the surrounding country); much cultivation, flocks, and pasture. A road lies along the river, but the route taken goes over a wooded spur, and is 2 miles shorter than the river route. After $3\frac{1}{2}$ miles Pas or Bala Badkor, on the crest of the spur, is reached (20 houses), distant from the river about $2\frac{1}{2}$ miles. Cultivation and forest. Descending 2 miles, Kuz Badkor is distant about 1 mile to the north, and after $1\frac{1}{4}$ miles more the road by the river is reached. After 1 mile cross a stream, and 2 miles more another stream, whence Shang (200 houses) is reached after $1\frac{1}{4}$ miles; much cultivation. Shang is a Chakesar village.
6	GARGE ...	18	72	Pass Butial, $3\frac{1}{4}$ miles (15 houses), in Kana valley; inhabitants are Pathans. At $1\frac{1}{4}$ miles more cross the Kana Nadi, usually fordable; but on this occasion a raft had to be procured from Butial. Munji or Kana (15 houses), distant $1\frac{3}{4}$ miles from the Nadi, is next met with; there is an ascent to it of about 500 yards; cross a stream after 1 mile, up which lies Lahor, 2 miles off, and $2\frac{1}{4}$ further Batera on opposite bank is passed, and Kohistan territory is entered. Pass Chakai (15 houses), and after $1\frac{1}{2}$ miles more a stream, 15 yards wide and 2 feet deep, from the south-west is crossed, and 1 mile beyond another stream from the west, up which at 2 miles is Bankad. After $\frac{1}{2}$ a mile the river Indus is reached, and is crossed by rafts near Mirbat. Roads since entering Kohistan difficult. Dubar Nadi, coming from north-west, enters the Indus about 2 miles above Mirbat. This stream on which there is a village of that name, about 4 miles above the junction, is of good size, and runs through a well-wooded valley. Garge (10 houses), the first village in Kohistan, is reached at $3\frac{1}{2}$ miles above the junction of the Dubar and the Indus. On the opposite bank is Jijal (150 houses).
7	PALAS ...	$8\frac{1}{2}$	$80\frac{1}{2}$	Along left bank. At $\frac{1}{4}$ of a mile cross stream and pass Banda (5 houses), and at $2\frac{3}{4}$ miles further Kolai stream (60 feet broad, 3 feet deep, current rapid), and Kolai (1,000 houses) after $\frac{3}{4}$ of a mile. Around Kolai cultivation and good grazing. After 5 miles reach Palas (1,000 houses), a considerable village, and Patan (1,200 houses) on opposite bank. Palas and Jalkot, a village higher up, are intimately connected, and can muster together 3,000 to 4,000 fighting men. Fights about grazing ground are of frequent occurrence, chiefly with the Kolai people, who receive assistance from Allai.
8	JALKOT ...	$17\frac{1}{2}$	98	Continuing up left bank, pass a stream at $1\frac{1}{2}$ miles, another at $1\frac{1}{2}$ miles more, a third on right bank at $2\frac{1}{2}$ miles more; up this last lies, 4 or 5 miles off, Kaial (15 houses). Further on cross the Chaoru Dara stream at 2 miles; and the Kunsher Nadi (which flows from the south-east) after another 2 miles, and the Gabu Nadi (44 feet broad, and fordable in places) after $2\frac{1}{2}$ miles. The road becomes more difficult. Pass a spring at $1\frac{3}{4}$ miles, and then the *nadi;* and village of Jalkot, on

ROUTE NO. 2—*contd.*

From Darband to Bunji viâ *the Indus.*

bank of Indus, is reached after another $3\frac{3}{4}$ miles (700 houses). The *nadi* is crossed by a wooden bridge, and 3 miles up it is another village called also Jalkot. There is no cultivation between Palas and Jalkot. All the lateral valleys up to Chilas are well stocked with pine, which is floated down the streams.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
9	SEO ...	7	105	Cross to right bank of Indus by raft of skins; the river is here 500 yards broad, and after 7 miles reach Seo (500 houses).
10	CAMP OPPOSITE KANDIA NADI.	13	118	After $1\frac{1}{2}$ miles re-cross to left bank. Cross a stream, the Ichar, at $1\frac{1}{4}$ miles, which is difficult to ford, and the Brashan Nadi at 3 miles more. Thence at 3 miles pass the Maliar Nadi on opposite bank, which drains the Duga valley, and at $1\frac{1}{4}$ miles the Kahinga Nadi; thence after 3 miles reach a point opposite the Kandia Nadi on other bank.
11	BANDA-I-SAZIN ...	$11\frac{1}{2}$	$129\frac{1}{2}$	At $7\frac{3}{4}$ miles cross the Lahtar Nadi, which is the boundary between Kohistan and Shinaka, and is a fine large stream, well wooded with pine. Reach Gabarchur Nadi at $3\frac{1}{2}$ miles, and $1\frac{1}{2}$ miles further on Banda-i-Sazin (15 houses), opposite which, on the right bank, is the valley of Utar.
12	SAZIN ...	$18\frac{1}{2}$	148	At $3\frac{3}{4}$ miles cross stream (32 feet broad and 2 feet deep), which drains Shuni valley, and after $3\frac{1}{4}$ miles more the Sumar stream, opposite to which on right bank is the Shegugah stream. Pine trees are very fine in this part. At $2\frac{1}{2}$ miles from Sumar there is a very awkward bit of road called Chambai Kara along a steep scarp over the Indus. Thence 9 miles to Sazin, a well favoured village of about 700 houses (two-storeyed). Cultivation, fruits, including the grape, and vegetables abundant; also a little silk is produced.
13	DUDISHAL ...	16	164	Route continued by right bank of Indus from opposite Sazin. After $3\frac{1}{2}$ miles Shatial, on opposite bank, is passed, and at $2\frac{1}{2}$ miles more the Darel stream joins the right bank of the Indus. Crossing the Darel by a good wooden bridge fit for cattle, at $5\frac{1}{2}$ miles pass Harban (103 houses) on left bank, which is well-to-do, and $4\frac{1}{2}$ miles further arrive at Dudishal (20 houses), a village appertaining to Darel.
14	HODAR ...	$23\frac{1}{2}$	$187\frac{1}{2}$	By right bank cross Khanbari Nadi (80 feet wide, 3 feet deep) at $4\frac{1}{2}$ miles; no bridge; current rapid; crossing difficult. At $8\frac{1}{2}$ miles further the Thur Nadi on opposite bank, flowing from the south-west, is passed. Thur, village of 50 houses, lies 2 miles up the *nala*. Along the right bank $9\frac{1}{4}$ miles by a rugged road to Hodar stream. Cross it and put up at a village $1\frac{1}{4}$ miles further up.

ROUTE NO. 2—*concld.*

From Darband to Bunji viâ *the Indus.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
15	CHILAS ...	13½	201	Continuing along the right bank of Indus, the road is for 7 miles bad, then good for 2¼, and bad for ½ a mile; thence across open ground for 3½ miles to a point opposite Chilas on left bank. Chilas has a fort and 1,200 houses; is situated on a well cultivated plain, which is 300 feet above river, and 1½ miles broad at Chilas, and about 3 miles long. The Indus, the current of which is gentle, can be crossed anywhere for a mile above or below the fort on a raft of skins. Roads lead to Chilas from all directions, but the great highway is from Kaghan through the Thak valley, and the worst road is from Bunji along the left bank of the Indus, which in many places is very dangerous and almost impracticable.
16	GES ...	13½	214½	By right bank; cross at 2½ miles Thalpin stream by wooden bridge, and pass Thalpin village (15 houses) with many fruit trees. There is a ferry near Thalpin which the Chilas people generally cross by when going to Bunji: there is no other village in Thalpin valley, and no road of any importance. At ½ a mile the Thak stream on left bank is passed, and a mile further on the road, which has thus far been good, is bad for a mile; then easy for 4¾ miles and difficult for 2¾ miles, when the Ges Nadi, 44 feet broad and 2 feet deep, easily fordable, is reached. Ges, village of 8 houses, is a mile further on.
17	DARANG ...	17½	232	By right bank. At 2½ miles cross Paro Nadi; thence 14¾ miles to Darang, the road is alternately easy and difficult for spaces of 2 miles, but the last four into Darang are very difficult.
18	GOR ...	3½	235½	As the road along the bank of Indus is out of repair, it is best to proceed up a stream by a steep and difficult road to Gor (3½ miles, 500 houses, 3 forts, much cultivation and fruit trees, and pasturage and water).
19	TALICHE ...	8½	244	From Gor proceed for ½ a mile through cultivation; then 3 miles along hill-side (covered with fine pasture), which slopes towards the Indus; then 4¼ miles of descent to the Indus, the first half of which is steep and rocky, and 1 mile beyond is the junction of the Astor river on left bank and Taliche (15 houses, much cultivation, and fruit trees), the last of the independent villages; the next village being in Kashmir territory.
20	BUNJI* ...	10	254	By right bank; road for 4 miles easy and rideable, but difficult for more than a mile opposite Bunji, for 15 yards of which steps have to be picked on slight projections of rock with the Indus immediately below. This place is called the Jamma Kara. Two miles beyond Bunji the Sai Nadi joins the Indus.

* These last five stages, from Chilas to Bunji, have been inserted as given by the "Mulla," but better information of the road will be found in Routes Nos. 11, 17 and 18. Some idea of the value of the rest of the "Mulla's" report may be obtained by comparing his description of these stages with the more recent and reliable information given in the routes mentioned.

A. H. M.

Route No. 3.

FROM ABBOTTABAD TO CHILAS *viâ* MUZAFARABAD AND SHARDI.

Authority—ROUTES IN ASIA.

No. of stage.	Names of stages.	DISTANCES. Inter-mediate.	Total.	REMARKS.
1	MANSEHRA ...	16	16	*Vide* Route No. 1.
2	GARHI ...	18	34	
3	MUZAFARABAD ...	10	44	Road fair, but stony in parts; ascending the Dubali pass, then descending gradually to the banks of the Kishan Ganga, along the bed of a mountain torrent. The river is crossed by a rope bridge a little distance above the fort; there is also a ferry.

The river is about 60 yards wide; the banks are steep and rocky, and strewn with large boulders. The current is very swift, but the natives are accustomed to cross on *masaks* at the bend of the river to the south of the town.

A town situated above the left bank of Kishan Ganga. Supplies abundant; a travellers' bungalow on the river bank below the town; country hilly without cultivation. The houses are nearly all single-storied buildings, and have flat roofs: most of the streets are paved with smooth round stones. Population 1,200 families.

4	MANDAL ...	12	56	Road over a grassy plain to the river, which is crossed by a rope suspension bridge; thence it proceeds to the village of Bandi, and descends to the Kishan Ganga; it again ascends through sloping patches of cultivation and rounds the spur in an easterly direction. It now becomes rough and stony, ascends gradually to a small stream; crosses this and passes through a wooded ravine; the path then makes a gradual descent along the side of the mountain and crosses another stream; ascent from ravine pretty steep; it then goes along the hillside by a fairly level road, crossing one or two rills to another stream, which is forded; rough stony ascent to the town of Kuri, the greater portion of which lies above the path.

From Kuri there are said to be four routes to Balakot in the Kaghan valley: (1) *viâ* the Galoti Gali, (2) *viâ* the Nur Gali, (3) *viâ* the Neku Gali, (4) *viâ* the Sangri-ki-Gali. Distance by each route two marches; (1) is the best and (3) the worst. None practicable for laden animals.

Leaving Kuri the path makes a short steep descent to a considerable stream, which is crossed by a *kadal* bridge; it then ascends, and, rounding a rocky spur, passes along and above the Kishan Ganga on to some huts and fields, the residence of a *fakir*; it then crosses a small stream, just under a water-fall, about 40 feet high, and lies along the bank of the river, passing up to some fields which lie below the village of Parsacha; it then descends to the edge of the Kishan Ganga, and passes over drifts and *debris* from the hillside; though pretty level, the path is rough and stony. Then on to the *bagh* just below the village of Kundi, and by a level and smooth path through rice-fields round the spur, when it descends to a stream, which is forded; on along the bank of the Kishan Ganga through a patch of jungle; then a short stony ascent and through the rice terraces passing above the extensive rice-fields of Kalpanna by a level path to village of Drau. The path then descends to the Pakoti stream, which is crossed

ROUTE NO. 3—*contd.*

From Abbottabad to Chilas viâ *Muzafarabad and Shardi.*

No. of stage.	Names of stages.	Distances. Intermediate.	Distances. Total.	Remarks.

by a small bridge, thrown across at a point where the stream is narrow and rocky. Banks rise perpendicularly for some feet. The path then ascends to the village of Mandal.

A village (frequently called Mandal-Drau from the village on the opposite bank of the Pakot stream). Encamping ground roomy and shaded, situated below the village on the left bank of the Pakoti; supplies procurable.

From Mandal there is a route to Bhunja, a village in Kaghan, *viz.*—

(1) Mandal to Pakot, following the course of the Pakot stream.

(2) Pakot to Bhunja, crossing the Bedri Gali.

A fair road, practicable for cattle; it is closed for about four months in winter; no customs duties are levied on this road, which is but little used. [*Fom native information.*]

No. of stage.	Names of stages.	Intermediate.	Total.	Remarks.
5	BALAGRAN ...	11	67	The road on leaving Mandal passes through fields, and rounding the spur above the Kishan Ganga, passes below the village of Suchi.

There is a route from Pala *viâ* Sirsanga pass to Dural, a village in Lower Drawar on the right bank of the Kishan Ganga (see the 8th march), *viz.*—

(1) Pala to Panjur	... ...	6 kos.	
(2) Jaggian Dok	... ...	3 „	a village.
(3) Jabbian Dok	... ...	6 „	
(4) Kuttun ...	... ...	8 „	
(5) Dural ...	... ...	5 „	
		28 kos.	

This is described as being a good road.—[*Bates, from native information.*]

After crossing a stream below Pala, it turns down a narrow valley to some cottages called Mingram-ka-takia; it then crosses another small stream and passes to a cluster of houses in the centre of Mingram. Thence by a good road through fields, undulating along the bare side of the grassy hill, rounding the spur above the village of Damrali, it then descends to the Kishan Ganga. On the margin of the river is a mill and a few rice-fields. Cross the Urshi stream by a *kadal* bridge just above its junction with the Kishan Ganga, and ascend to a spur and on to a few fields called Hajian (belonging to Jing, the village on the top of the ridge above the road).

The Urshi is a considerable stream, but might be forded, except during floods. No water is met with again until near the village of Bankror.

From Hajian the path ascends gradually and lies along the grassy hillside above the river until it comes to a small rill near the small village of Bankror; thence by a pretty level road, but in places stony, to Balagran.

A village situated on a small stream with some shady trees: encamping ground confined; water from the stream, and also from a spring; supplies procurable.

No. of stage.	Names of stages.	Intermediate.	Total.	Remarks.
6	CHAUGALI ...	8	75	The path leads down the valley in which Balagran is situated, rounds two spurs above the Kishan Ganga, and descends gradually to Manjota: cross a small stream in a narrow

valley and round the spur to the upper portion of the village of Kalegran; thence passing here and there a few huts and fields, the path is pretty level as far as the north of the valley, where it passes along the grassy mountain side and follows

ROUTE NO. 3—*contd.*

From Abbottabad to Chilas viâ *Muzafarabad and Shardi.*

No. of stage.	Names of stages.	DISTANCES. Inter-mediate.	Total.	REMARKS.

for some distance along the right bank of the stream until the valley narrows. The path then goes up a rocky gorge; lying first on one side, and then on the other side of it, finally zigzags up between precipitous rocky walls to the top of the pass, an ascent of nearly 3,000 feet. To the south of the *gali*, or pass, the "Chung" peak rises to a great height and forms a conspicuous land-mark from the valley of the Kishan Ganga. The ascent is very steep and stony. The descent on the east side is gradual and easy by a good broad path, and passes through fields and dwellings to Chaugali.

A camping ground, on an open space shaded by one or two trees on the left bank of a stream near a water-fall, the fields and dwellings of the Chaugali-dok lie above it; supplies not procurable.

7	BARAN ...	6	81	From Chaugali there are two paths; the lower follows the course of the Kishan Ganga, the upper crosses the spur by the Chaugali. Taking the upper road, the path lies up the Chaugali stream and along the side of the

spur, which it crosses at a clump of fir trees shading a cemetery (3,400 feet above Baran). The descent is at first rather easy as far as the fields and dwellings of the Battangi-dok, where it becomes steeper and more difficult and zigzags down the spur to the east; it crosses the Busa stream towards the head of the gorge, and descending gradually by the side of the hill above the uppermost houses of Katta, tops the spur and passes just above Jirgi: the path is then less steep down to the fields of Sadpura: cross a small stream and down the spurs in a north-westerly direction, and cross a rill, and then through Indian-corn fields to Baran.

A village of about 40 houses stretching up and along the hillside for a considerable distance. The best encamping ground is under some trees by the path near the north end of the village, close to a small rill which flows down the hill on that side of the village. Some supplies are procurable.

This road through the Chaugali is said to be closed in winter during heavy falls of snow.

8	DURAL ...	10	91	Road from Baran rough and stony along the side of the hill above the right bank of the river, crossing a small un-bridged stream to the village of Bandi. Thence to the village of Jara, the path (which is rough and

stony, but for the most part shady) passes on the side of the mountain through fields. On leaving Jara, cross a small stream and ascend for some distance; the path then lies along the side of the grassy mountain; ascends to, and crosses over, the Budi Teri spur, and descends for about 600 feet down the side of the hill to the village of Sandok, which is situated on the slope of the mountain above the right bank of the Kishan Ganga; it then descends, crosses a small stream, and proceeds round the spur to the encamping ground of Dural. The path is rough and stony, and in places narrow.

Village. The most convenient and shady spot for encamping is on the river bank about half a mile south of the village; very scanty supplies procurable.

From Dural two paths lead to the Kaghan valley, one by the Turgali pass to Bhatta Kundi, the other by the Bishla pass to Mahandri. The former is said to be

ROUTE NO. 3—*contd.*

From Abbottabad to Chilas viâ *Muzafarabad and Shardi.*

No. of stage.	Names of stages.	Distances. Intermediate.	Distances. Total.	Remarks.

practicable for laden cattle; the latter is not. Both are open for four months in the year.

No. of stage.	Names of stages.	Intermediate.	Total.	Remarks.
9	LALLA ...	8	99	On leaving Dural the path leads through fields to the Jagran stream (not fordable), which is crossed by a *kadal* bridge. It then ascends the hillside, and rounding the spur descends by the side of the hill to the

village of Bata, thence a stony ascent and round the spur above the site of the old bridge and along the river bank at foot of the bare rocky hill through the rice-fields below Charkot. The valley here narrows to a mere passage for the river, the path lying along the right bank and rising up the side of the spur crosses it and descends to the village of Chak, on the bank of the Kishan Ganga (the opposite bank of the river is formed of a perpendicular cliff called Asi, the path on that bank lying over the *debris* at the foot by the water's edge).

From Chak the road ascends gradually to the village of Makam, and thence it is broad and good to Lala.

A village situated on a flat-topped spur. Though it contains only five houses and a *masjid*, the village covers a considerable extent of ground. There are a few trees, and one or two eligible spots for encamping. It is supplied with water by a stream from the hills. Supplies procurable. Lalla is connected with Bugan (on the left bank of the river) by a *sampa* bridge.

No. of stage.	Names of stages.	Intermediate.	Total.	Remarks.
10	TALI LOHAT ...	9	108	Road along the flat spur on which Lalla is situated; it then descends to a level strip of partly cultivated land on the right bank of the river; then enters a forest, and rises and falls along the bank of the river to the fields

of Dinier; it then descends; crosses a stream and follows along the river bank; passing a small tower at the end of the bridge, which crosses the Kishan Ganga.

Here it enters on a level strip of land strewn with large rocks and boulders, and through some fields belonging to the village of Karen, on the right bank of Kishan Ganga.

Hence there is said to be a route to Srinagar *viâ* the Pathra Gali and Shalura, practicable for laden cattle. It is closed for short periods during heavy falls of snow.

The path is here pretty level; it then goes through the fields of the village of Kaser, and rises over the spur and slopes down to the Babun-ka-katha stream. This is a strong stream, about 30 feet wide and unfordable; it is crossed by a *kadal* bridge.

The road then rounds the spur and passes through the fields of the village of Kinari, and rises and falls along the grassy side of the hill, and then descends for about 400 feet the steep side of the mountain to the camping ground on right bank of stream near bridge.

Camping ground on the right bank of a large unfordable stream just above its junction with the Kishan Ganga; below the fields of Tali Lohat there is plenty of shade, and some caves in the rocks by the edge of the Kishan Ganga are capable of affording shelter to a considerable number of men. Scanty supplies of grain procurable.

ROUTE NO. 3—*contd.*

From Abbottabad to Chilas viâ *Muzafarabad and Shardi.*

No. of stage	Names of stages.	Distances.		Remarks.
		Intermediate.	Total.	

There is a route from Tali Lohat to Burawai by the Jotari pass. Fuel and water said to be obtainable along the road. It is closed by snow for four months; but when quite clear of snow is said to be practicable for lightly laden cattle.

No. of stage	Names of stages.	Intermediate.	Total.	Remarks.
11	DUDNIAL ...	12	120	The path ascends through the Tali Lohat fields and then through open forest and patches of grass, with frequent short ascents and descents along the side of the mountain above the right bank of the river, to a large

and unfordable stream. The road is rough and stony in many places; cross the stream by bridge, and round a spur of the hill; then through more cultivation, and descend to the fields of Durian, crossing, by *kadal* bridge, a stream *en route.*

There is a road from Durian to Burawai, said to be fit for cattle.

Ascend the hill-side and pass along the rocky side of mountain; cross the Kandaran stream in a rocky gorge, ascend again above the right bank of river, and then descend to Changan fields. From Changan to Dudnial, the valley of the Kishan Ganga is merely a narrow gorge, with precipitous sides, giving passage to the river. Ascending the foot of the spur through the fields of Changan the path passes along the bare side of the hill, and then makes a steep ascent by steps and galleries along the face of the rocky mountain for some distance, and passes over the Surmai hill (about 1,800 feet above the river). It then descends to Dudnial, crossing a narrow ravine and small stream and passing through fields.

This is a somewhat long and fatiguing march, owing to the numerous ups and downs and the stony nature of much of the road. The path is in many places very narrow, and carried along the face of the hill by galleries of timber and steps.

A hamlet in upper Drawar, situated on the right bank of the Kishan Ganga river; it is distant about 12 miles south-west of Shardi, by the main path lying along the right bank of the river; there is also a pathway along the left bank, but it is described as being very rough and difficult.

The Kishan Ganga is crossed by a *zampa* suspension bridge to the south-east of the village, and a path, by which the valley of Kashmir may be reached, lies up the bed of the stream, which is called the Kashmir-ka-katha. In winter it is frequently closed by snow for a few days at a time. Impracticable for laden animals.

The village contains a *masjid* and five houses inhabited by *zamindars;* there is also a *masafir-khana* for the accommodation of native travellers; the houses are much scattered, and surrounded by extensive patches of cultivation; some fields lie also on the left bank of the river.

A little grain may be obtained in this village, and some coolies collected if due notice is given. Space for encamping is very confined.

No. of stage	Names of stages.	Intermediate.	Total.	Remarks.
12	SHARDI ...	12	132	Leaving Dudnial, the path continues along the right bank of the river opposite Thajan and above the *zampa* bridge south-east of that village. The Kishan Ganga here narrows again, the sides of the hills on both sides being green and wooded.

ROUTE NO. 3—*concld.*

From Abbottabad to Chilas viâ *Muzafarabad and Shardi.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
				Through the fields of Mandikar, crossing stream, and along the rocks by the edge of the river; the path then ascends and passes through the fields of Dasut, beneath which village the Kishan Ganga is spanned by a *zampa* bridge. A short descent from Dasut and then along the river bank again for some distance, road almost level; valley widening, a short descent and ascent through the fields of Khoja Seri; then cross a stream by a *kadal* bridge. Pass through the fields and few scattered houses of Malik Seri. After this the Kishan Ganga again narrows to a rocky gorge with precipitous sides. Steep ascent from the river bank and pass through cultivation appertaining to Kurigan, cross a considerable stream, which is bridged in two places, and ascend to the village of Kurigan. There is a route from Kurigan to Burawai by the Ratti Gali. Pass through more fields, descend and cross a rill, and follow up the course of the Kishan Ganga by an almost level road to a *zampa* bridge, which crosses the Kishan Ganga. The path now leads along the left bank of the Kishan Ganga to the camping ground on the right bank of the stream north-east of fort. A village of some importance, situated on the left bank of the Kishan Ganga, at the northern extremity of upper Drawar. The fort is the residence of the *thanadar,* whose authority extends as far down the valley as the village of Dinier. The best encamping ground is situated near the *ziarat* of Saiad Jumal, above the right bank of the stream, at some little distance from the bed of the river and the suspension bridge. It is shaded by some walnuts, which are almost the only trees in the village. The fort is a square mud-built enclosure, with a bastion tower at each corner; it overhangs the left bank of the Madmatti stream, at a distance of about 200 yards from the course of the Kishan Ganga. The garrison is said to consist of two *jamadars* and 60 sepoys, with two *zamburaks,* or small field-pieces.
13	BAGRU SERI ...	12½	144½	*Vide* Route No. 4.
14	KAMUKDORI ...	10½	155	
15	BEAH ...	9	164	
16	THEH ...	12½	176½	
17	CHILAS ...	12½	189	

Route No. 4.

FROM CHILAS TO SHARDI *viâ* NIAT AND THE KAMUKDORI PASS.

Authority and date.—DOUGLAS, AUGUST 1893.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	THEH ..	12½	12½	As far as the junction of the Thak and Niat streams, the road has now been made practicable for mules throughout. The line followed is that of the old road as far as Singal, the stream being bridged about 1½ miles below Dasar. This bridge is made of a single *deodar* plank 3½ to 4 feet wide and about 8 inches thick, resting on a rock on the left bank and an abutment of stones on the right. Hand-rail of light hurdle work sloped outwards to allow of bulky loads passing. This bridge is well above the water, and not liable to be swept away by floods.

At Singal the road crosses again to the left bank of the stream by a small cantilever bridge; thence it goes up the left bank, fording the Thak stream just above its mouth, and joining on to the old road to Thak.

Thence to Theh, road bad and impracticable for laden animals.

No. of stage.	Names of stages.	Inter-mediate.	Total.	Remarks.
2	BEAH ..	12½	25	From Theh to Niat (*Vide* Route No. 20) is 4½ miles, ¼ mile above Niat another large *nala* is crossed. This is called Samarz in the lower and Karolgah in the upper part. There is no road up it. Just above this cross by *kadal* bridge to left bank. Above this the valley is narrow, and the stream runs in a broad bed between steep wooded hills. At 6½ miles the road crosses again to right bank and goes along the hill-side; bridge of a single tree trunk; cattle cross it. Road above this rather rough and stony in places.

At 7½ miles a large *nala* called Fasat joins from the north-east; the stream down it is crossed by a foot bridge; animals ford. There is a cattle track up the Fasat Nala and over a pass at its head to the Barai valley. The ascent to the pass is steep and the road difficult and little used.

At 8½ miles the Balung Nala joins from the north-west. There is a road up this to Gittidas (Route No. 21). Opposite the mouth of the Balung is an open space called Kamen. Good ground to encamp here among pine trees. Above Kamen the main valley is known as the Beah Nala. Aneroid at Kamen 9,600 feet.

Above Kamen the path crosses again to right bank; bridge fit for cattle; then ascends over a spur and goes along the hillside. Stream here between steep rocky hills covered with worm-wood and stunted trees (juniper). At 11 miles cross to right bank again; there is grass about here.

At 12 miles a small patch of birchwood; these are the last trees met with in the valley.

At 12½ miles some goat-herds' huts. This is Beah. A fair amount of open ground to encamp; bushes for fuel and a few trees (juniper) on hillsides above. Elevation 11,400 feet.

The last stage above Niat is practicable for mules, though narrow and rough in places.

ROUTE NO. 4—*contd.*

From Chilas to Shardi viâ *Niat and the Kamukdori pass.*

No. of stage.	Names of stages.	Distances. Inter-mediate	Distances. Total.	Remarks.

Opposite Beah a road over the hills to the Balung Nala. The ascent to the *kotal* is steep, but mules go by it.

No. of stage.	Names of stages.	Inter-mediate	Total.	Remarks.
3	KAMUKDORI ...	9	34	Leaving camp at Beah, the road goes up the right bank of the stream. The first two miles are over gentle grassy slopes; hills steep on west side. Here the road crosses the stream; no bridge. Then road as before, ascending gradually. At 3 miles it crosses again to the right bank of the stream, and ascends somewhat steeply on to some level ground, where there is a small lake. Here the road from Barai to Gitiidas crosses, and goes over a pass about $1\frac{1}{2}$ miles to the west of the Kamukdori into the head of the Gal Nala. From the lake to the top of the pass is about half a mile. (Total—Beah to top of pass, 4 miles.) The last part of the ascent is over boulders, but not difficult. There was a little snow on the road in August. Loaded mules come as far as the foot of the pass, but cannot cross it. Elevation by aneroid 13,900 feet.*

On the south side there is a good path for a few hundred yards, when it loses itself among large boulders, and there is a very steep descent of nearly 1,000 feet over these. This is the only difficult part of the pass. Cattle are brought over it.

There is a small lake below the pass in which the Kamukdori stream takes its rise.

From the foot of the pass the road crosses the stream, and goes down the right bank; it is good, over grass.

At 7 miles a *nala* joins from the south-east. There is a foot-path up this and over a pass at its head to the Barai valley. This pass appeared considerably higher than the Kamukdori, with a good deal of snow on the top.

Below this the road crosses to the left bank (no bridge), and at nine miles the halting place of Kamukdori is reached. There is a hut here on the bank of a small stream from the east, elevation 11,300 feet. There was no one living there in August, though goat-herds had been there. A little wood on the hillside here, but none in the valley above. Abundance of grass here and above.

The Kamukdori valley is so called from the number of glaciers (*kamuk*). A large glacier almost overhangs the ridge opposite the camping ground. Seen from below, it looks like a solid wall of ice about 100 feet high.

No. of stage.	Names of stages.	Inter-mediate	Total.	Remarks.
4	BAGRU SERI ...	$10\frac{1}{2}$	$44\frac{1}{2}$	From the halting place of Kamukdori the road is down the left bank of the stream, and good at first. A mile on, the valley bends a little to the east, and is between steep rocky hills, the lower slopes covered with birch-wood. The road is along the hillside, and bad in places where avalanches have swept it away. The fourth mile is very bad. At $4\frac{1}{2}$ miles the Hole Nar joins from the north-east. A foot-path up this and over the pass at the head. From the pass there are two paths—one over the hills into the Barai valley, and one down into the Kel valley. Below this pines begin. Just above the mouth of the Hole Nar the path crosses to the right bank (no bridge), and for the next mile the road is very bad.

* See note at end of route.

Route No. 4—*concld.*

From Chilas to Shardi viâ *Niat and the Kamukdori pass.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

At $5\frac{1}{2}$ miles another large *nala* from south-east called Kala Jandar. A large glacier at head of this. At $7\frac{3}{4}$ miles the Kundi Nala joins from the east, and a few hundred yards further on is Gamot. Good ground to camp here among pines by the stream.

No houses, but grass-cutters living in huts in summer.

Aneroid reading, 8,300 feet.

Just below Gamot, road crosses to left bank ; no bridge, but the trunk of a tree thrown across.

At $8\frac{1}{2}$ miles the mouth of the Gal Nala is passed, flowing down from the north-west. There is a foot-path up this to Gittidas. Road at first through long grass; then ascends through pine forest with a thick under-growth.

At $10\frac{1}{2}$ miles the hamlet of Bagru Seri is reached. Two houses and some cultivation at the mouth of a ravine ; not much room to encamp.

5	Shardi ...	$12\frac{1}{2}$	57	From Bagru Seri the path ascends the hillside through forest. It is a fairly good path, but with many ups and downs to avoid rocky bits, and the

gradients are in some places very severe.

At two miles the stream down the Chamba Nala is crossed, and the outskirts of the village of Sangam are entered. There are six or seven houses scattered over the hillside. Cultivation chiefly Indian corn. Half a mile lower down the Kamukdori stream (called in the lower part Sarsuti), which here flows in two channels, is bridged by *kadal* bridges.

At 5 miles the Nure Nar stream joins from the north-west. There is a good bridge over the main stream just above the mouth of the Nure Nar, up which is a good mule road to Kaghan. The pass at the head is said to be easy, and leads to the Jalkad Katha of Kaghan. This is a regular trade route between Shardi and Kaghan. At $5\frac{1}{2}$ miles a small stream from the east is crossed, and the cultivation of Surgan is entered. The village contains about 20 houses, scattered for two miles down the river, and the road is mostly through fields to $7\frac{1}{2}$ miles, where another stream is crossed. Thence road through forest as before.

At 12 miles the Kishan Ganga is reached. The road crosses by a bridge* a few hundred yards above its mouth, and goes down the right bank of the Kishan Ganga for a quarter of a mile, when a "*zampa*" bridge is reached. The fort of Shardi lies on the left bank below the bridge on the edge of the Madmatti Nala.

Note on the height of the Kamukdori pass.

In the map of Shinaka or Dardistan (4 miles=1 inch, 1882) the Kamukdori pass is shewn as 15,008 feet boiling point. This must, I think, be a mistake. I was twice at the top of the pass, and on the first occasion had two aneroids with me —one showed 13,800 feet ; the other 14,000 feet. On the second occasion my aneroid showed 13,900 feet, and I was able to check it two days afterwards by the Babusar pass.

Captain Aylmer, R.E., also tells me that he was at the top of the Kamukdori two or three years ago, and that he also made it about 14,000 feet, as far as he can remember.

* When I was there this bridge had been swept away by the floods, and I crossed by a very shaky temporary bridge a quarter of a mile higher up. There had also been a *kadal* bridge over the Kishan Ganga just above the mouth of the Madmatti Nala. This too was gone.

Route No. 5.

FROM SHARDI TO KEL *viâ* THE RIGHT BANK OF THE KISHAN GANGA.

Authority and date.—DOUGLAS, AUGUST 1893.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Total.	Remarks.
1	SERI ...	5½	5½	From Shardi cross the Kishan Ganga by *zampa* bridge, and then up the right bank, crossing the Kamukdori or Sarsuti stream by a *kadal* bridge a quarter of a mile further on. The path is now along the hillside, occasionally descending for a short distance to the river bank. At 4 miles the cultivation of Seri is reached, and the path goes on among fields, chiefly Indian-corn. At 5 miles the stream of the Jandar Nala is crossed, and half a mile further on there is room for a small camp under some pine trees. Supplies obtainable in small quantities. This is a very easy march, with a good path the whole way. The village contains 12 or 15 houses scattered over 1½ miles.
2	KEL ...	10	15½	After leaving Seri the road is good for the first mile. Then a difficult *pari* commences, and for the next 2½ miles the road is very bad. It ascends to some distance above the river, and goes a good deal up and down. The gradients are very steep, and there are several rather nasty places over rock. A little under four miles a small patch of cultivation in the face of a ravine is reached, and the path becomes better. At 4½ miles a small stream from the north is crossed, and the road again ascends the hillside, leading through forest to 7½ miles, when the outlying cultivation of Kel is reached. At 8½ miles the path leaves the Kishan Ganga valley, and ascends on to a flat topped spur between it and the Kel Dara. Here the cultivation is continuous, with houses scattered over the hillside. At 10 miles the Hazar Narel stream is crossed a little above its junction with the Kel river. Room for a small camp on the left bank of this. Kel is a large village of 100 houses, and supplies are procurable. It is said to be five marches thence to Sopur *viâ* the Machal Nala.

Route No. 6.

FROM KEL TO BUNAR *viâ* THE BARAI PASS.

Authority and date.—DOUGLAS, AUGUST 1893.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Total.	Remarks.
1	MORI ...	12	12	On leaving Kel the road goes through fields to the right bank of the Kel stream, up which it goes for 6½ miles to Domel.

ROUTE NO. 6—*contd.*

From Kel to Bunar viâ *the Barai pass.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

The road throughout is fairly level over grass with occasional patches of thin forest. It is rather rough in places, but a very fair mule track on the whole. The forest is much thicker on the left bank.

At Domel the stream divides into two branches, one coming from the Barai pass, the other from the Shochar pass, over which is a road to Astor.

The Barai road crosses the stream just above the junction by a *kadal* bridge of about 30 feet span, and fit for mules. There is a good camping ground between the streams, where there are two or three huts, or about half a mile below the junction on the right bank. Grass and wood abundant. From the bridge the path ascends the hillside, and goes above the left bank of the stream over grass, with scattered pine trees, for a mile and a half.

At 8 miles patches of birch and plane trees begin and continue to 12 miles, when Mori is reached on a low spur above the stream. The ascent to the spur is somewhat steep.

A few pines, birches, and plane trees. Grass abundant.

Some goat-herds' huts occupied in summer, when milk, sheep, &c., are procurable. Elevation 8,800 feet.

2	MOUTH OF SURGAM NALA, NORTH SIDE OF PASS.	14	26	Descending from the spur on which Mori is situated, the path keeps along the left bank of the stream, and is fairly good, though stony in places. Better ground for a large camp a

mile above Mori on right bank. No bridge, but the stream is easily fordable.

At five miles a fair sized stream joins from the north-east. Good ground to encamp here between the stream. Birch wood all the way up to here. Up this stream there is said to be a difficult foot-path towards Astor. The ford was 1½ feet deep in August. Elevation here 11,000 feet.

The road, after crossing this stream, turns up to the north-west with a fairly steep ascent for the first half mile: it then crosses to the right bank, up which it ascends steadily to 9 miles. It is stony in places, but quite practicable for laden mules. The mouths of two small side streams from glaciers are passed at 5¾ and 7 miles, respectively. There is room for a small camp at either of these places and juniper bushes for fuel. There was still a good deal of snow in the bed of the stream near the top, towards the end of August.

At 9 miles the road leaves the stream and zigzags up a steep hillside; then ascends along a spur to the crest, which is reached at 10 miles. This part of the road is steep, but a fairly good path and quite clear of snow in August. From where the road leaves the stream to the top of the pass is about 1,000 feet. From the top the road again zigzags down a small spur for 800 feet to the bed of the stream; these zigzags are very steep; it then descends gradually down the right bank of the stream. There was a good deal of snow on the north side of the ridge in August, but the road was quite clear.

At 12 miles level ground is reached in the bed of the stream, and the road crosses at 12½ miles a stream from a glacier to the south-west. There is a foot-path up this and over a pass at the head to the Kamukdori valley. Thence 1½ miles of good going over gentle grassy slopes to the mouth of the Surgam Nala, which is reached at 14 miles. Camp at the junction of the *nala* with the Barai stream. Some goat-herds' huts in summer and plenty of bushes for fuel. Elevation 12,200 feet.

ROUTE NO. 6—*concld.*

From Kel to Bunar viâ *the Barai pass.*

No. of stage.	Names of stages.	DISTANCES. Inter-mediate	Total.	REMARKS.

A road goes up the Surgam Nala and over a pass at its head to the Beah valley. This is the regular mule road to Kaghan. It is three marches to Chilas by Beah.* Another road ascends the hillside above the camp, and goes over a pass at the head of the Fasat Nala, and thence to Niat. Cattle can go by it, but it is difficult and little used.

No. of stage.	Names of stages.	Inter-mediate	Total.	Remarks.
3	PALOI ...	10	36	Leaving camp the road is down the left bank of the stream ; the lower slopes of the hills are gentle, and the path good over grass. The valley here is very open, and the stream in several channels in a broad bed. At 2½ miles it expands into a shallow lake a little over a mile long and about 400 yards wide in its broadest part. Thence road as before to 6 miles, where there are some goat-herds' huts in a small open space called Morat. The stream is bridged here.

Below this the path is along the hillside, and fairly good ; valley here narrower. At 10 miles Paloi is reached at the mouth of a ravine. A few houses and cultivation. Paloi is inhabited only in summer. A few pines here and for a mile higher up. The stream is bridged at Paloi. Mules are said to come down the valley as far as this.

No. of stage.	Names of stages.	Inter-mediate	Total.	Remarks.
4	BUNAR ...	10½	46½	From Paloi the road descends into the ravine, and crossing it keeps down the bed of the main stream under steep cliffs. It is very bad here. A mile from Paloi another stream is crossed, and the path continues bad, over stones in the bed of the stream, to Nushkin, which is reached at a little over 4 miles.

The direct road to Bunar ascends the hillside steadily for over a mile ; then descends for about half a mile into the Bayun Nala. Crossing this it again ascends, and, keeping high up on the hillside, winds round a spur and up the Drumus Nala to Bunar, which is reached at 10½ miles.

A good path the whole way from Kalabai to Bunar. Very good place to encamp above the village by the Nung stream, which here starts from a large spring. Willow trees and turf. Supplies from the village.

NOTE.—The stages from Kel to the mouth of the Surgam Nala are rather long for coolies. This distance might be divided into three marches by halting at—

	Miles.
1. Domel	6½
2. Junction of streams, 5 miles below pass	10½
3. Mouth of Surgam Nala	9
TOTAL ...	26

* See Route No. 4.

Route No. 7.

FROM BUNAR POST TO BUNAR VILLAGE.

Authority and date.—DOUGLAS, FEBRUARY 1893.

No. of stage.	Name of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	BUNAR VILLAGE ...	11	11	Leaving the Bunar post the path runs southwards, and follows the Bunar stream, winding along the right bank at first low down, and then along the hillside to 3 miles, when it cross-

es again and ascends to the top of the bank, which is here high. At 3¾ miles the mouth of the Phungai Nala is reached between high precipitous banks. From here there are three roads to Halale, all are bad, but the centre one is perhaps the best. This road crosses the Phungai Nala, the descent and ascent of which are both very bad; then ascends for about a mile to the top of a spur, which here projects between the main stream and the Kamarot Nala (a branch of the Phungai). The ascent is very steep. It then goes for a mile along the top of the spur, and is good. The westerly road goes for half a mile up the Phungai Nala, where it is very bad; then for a mile up the Kamarot Nala to a place where there is a spring, when it goes straight up a very steep, rocky hillside joining the centre road on the top. The Junction of these two roads is about 5½ miles from Bunar post. The road then descends slightly, and winds along a very steep hill-side to 8½ miles, when it reaches the Drumus Nala. The last part is difficult, the road being very narrow in places. The descent and ascent of the banks of the Drumus Nala are steep. The village of Halale lies on its right bank, a quarter of a mile from and 300 feet above the main stream. It is inhabited only in summer. There is good camping-ground in a grove of fruit trees just above the village, but the water of the main stream is rather far, and the channel which waters the village has a very scanty supply. The trees are chiefly mulberries, but there are also apricots and walnuts and many vines growing among them. Elevation of Halale, 5,700′.

Above Halale the road, descending from the plateau on which the village is situated, crosses the stream at half-a-mile, and winds along the right bank to the junction of the Barai and Bijegah streams, which is reached at 2½ miles. A small stream, the Shamirot, which flows from the east, is crossed ¾ of a mile below the junction. Crossing the Bijegah stream above the junction, the road goes to the village of Manugush (3 miles).

Thence one branch goes up the Barai stream, passing through the villages of Kalabai, 3½ miles, and Nushkin at the mouth of the Hoe Nala, about a mile further on. The other branch goes up the Bijegah, reaching the village of Gashut a mile above Manugush. Here the road to Astor by the Mazeno and Tosho passes turns off up the Gashut Nala. It crosses a pass called the Airil Gali, about 4 miles up, and then descends to a place called Luwoba at the head of the Diamirai valley near the junction of the Mazeno and Tosho streams. Both passes are very difficult; the Tosho is the easier of the two, but practicable only for men on foot. It is said to be open about July (when the wheat is ripe) and to remain open only one month. There is no road up the Diamirai valley. The road up the Bijegah goes only to Gaural, a summer pasturage.

The road from Halale to Bunar goes up the Drumus Nala, descending from the village and crossing the stream at ½ a mile. Then along the left bank of the stream, crossing the Pache Nala at 1 mile. It then ascends opposite the hamlet of Drumus, which contains only one house and a small patch of cultivation, and keeps along the hillside a little above the stream for another mile, when it re-crosses and goes up the Nung Nala to Bunar (2½ miles), which is situated on a high rock between the Nung and Balukchi streams. The ascent to the village is very steep. Thence roads up the Balukchi Nala to Niat, and up the Musar Nala to Gine.

Route No. 8.

From Bunar to Gushar in the Niat valley *viâ* the Shatuche pass.

Authority and date.—Douglas, August 1893.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	Gushar ...	11	11	From Bunar the road goes in a south-westerly direction up the Balukchi stream to the pass (or up the Nung stream).

For the first two miles the ascent is quite gradual and road good, first through cultivation, and then thin pine forest. At 2½ miles a very steep climb commences, and for the next mile and a half the path zigzags up a grassy hillside, ascending 3,000 feet in this distance. The top is reached at 4 miles. Elevation 12,200 feet.

From the top the path goes at first round the head of the Shatuche Nala; then zigzags down towards the stream, reaching at 6 miles some goat-herds' huts, and crossing the stream half a mile further on.

From here (6½ miles) there are two roads, the better one keeping along the hill-side on the right bank of the stream, and reaching the Niat valley at the mouth of the Lomargah, 6 miles from the top of the pass (10 miles from Bunar). The direct road to Gushar keeps along the bed of the stream to 8 miles; then crosses it a little above its junction with the Lomargah; goes over a low spur, and, after crossing in succession the Hoe and another stream, reaches the summer village of Kaia at 9 miles. Kaia is on the left bank of the Lomargah, opposite the mouth of the Shatuche Nala. There are about 12 houses occupied in summer only, the people being mostly employed in gold washing in the Indus in winter. The cultivation extends along the left bank of the Lomargah almost to its mouth.

From Kaia the path winds round the hillside to Gushar, which is reached at 11 miles.

Cattle are said to come by this road, but it is very bad in places.

Route No. 9.

From Chilas to Gilgit *viâ* the Kinejut pass.

Authority.—Sandbach, May 1893.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	Sheoho ...	13	13	Leaving Chilas fort the path descends and crosses the Botogah river, reaching the ferry at 1 mile. Crossing the Indus by a *masak* raft, you follow the right bank of the Thalpin or

Khinargah Nala, till at 2 miles you pass the village of Thalpin (4 houses), on left bank of stream. From here in May there are practically two paths, one going along the right bank up and down over small *paris* to avoid crossing the river; the other crossing continually from bank to bank, fording in most places with the water at this time of year up to the waist.

Route No. 9—*contd.*

From Chilas to Gilgit viâ *the Kinejut pass.*

No. of stage.	Names of stages.	Distances. Intermediate.	Total.	Remarks.

At $8\frac{1}{2}$ miles reach village of Haicha, situated on left bank (two houses). Cultivation and fruit trees round about.

From here continuing up the right bank the path passes a succession of small hamlets. At $11\frac{1}{2}$ miles reach village of Darachi (two houses), where a road from Darel comes down from the west. At 13 miles after crossing by a rough bridge to left bank you reach Sheoho village (two houses) some 200 feet above the river, where Dost Muhammad, at present *jashtero* or headman of Khinargah, lives. Supplies plentiful. Height by aneroid 6,900 feet.

2	Baratang ...	8	21	At 1 mile pass village of Dusi (three houses), where road from Malpat comes in. At $1\frac{1}{2}$ miles cross to right bank, and ascend on to a small *maidan*, where you first see the pentil cedar tree. At 3 miles descend to the village of Gomus (two houses), which is at the junction of the Guche and Kinejut Nalas. Here the path leaves what would appear to be the main *nala*, and goes up a side *nala* to the north-west named Guche. A steep ascent of 1 mile from Gomus brings you into a forest of trees, where you find growing the *bani*, a sort of ilex, the willow, wild olive, *chilgoza*, or edible pine, and the *pinus longifolia* in any quantity.

It is an ascent of about 2,000 feet from Gomus to Guche, a collection of Gujar huts in a grassy *marg* (five houses), distant from Sheoho 5 miles. At $5\frac{1}{4}$ miles a path comes in from Hodar on the south-west, and the path to Kinejut turns nearly due north, with a very steep ascent through forest. [*Note.*—Some wood for the Botogah bridge near Chilas was brought from here.] At $7\frac{1}{2}$ miles you cross the spur separating the Guche from the Baratang, and first meet snow. At 8 miles you reach some rough huts used by the Gujars in the summer. Height by aneroid 12,370 feet. Birch trees and dwarf junipers abound.

3	Kinejut ...	3	24	The path follows the side of the hill through snow (in May) till at $1\frac{1}{2}$ miles you cross the *kotal* into the Kinejut Nala, and at 3 miles you reach the ground, properly known as Kinejut, where Gujars graze their flocks in the summer. Beyond this no wood is obtainable.
4	Paiat	17	41	After leaving the log huts at Kinejut, the path ascends at a fairly easy gradient the whole way for 6 miles to the top of the pass. General direction north. Height by aneroid 14,500 feet.

There is a road from the pass westward leading to Khanbari and Batel, but it is only open in summer. There is also another road further south and east over the Kinejut range; but, though shorter, the natives say it is steeper and more difficult. Descending from the pass, after 2 miles you reach the head of the Paiat stream, which eventually flows into the Indus at Sai. In May snow is still lying in patches in the bed of this valley, but you soon reach grass and forest trees.

At about 9 miles the path crosses to the right bank, but re-crossing again by a wooden bridge at about 11 miles it follows the left bank some 200 to 300 feet above the stream, till it reaches a deep ravine at about 16 miles, which runs into the Paiat valley from the west.

ROUTE NO. 9—*concld.*

From Chilas to Gilgit viâ *the Kinejut pass.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

Crossing this you reach the grazing grounds and village of Pahot (5 houses) occupied by Gujars all the year round, who cultivate a few crops round their huts. Height by aneroid 11,700 feet.

5	GILGIT ...	19	60	The first mile after leaving camp at Paiat is a very steep and stiff ascent, but after that the path leads along the face of the hillside till at 3 miles it enters the Khomar Nala.

From this point it ascends gradually till at 6 miles the top of the Khomar pass is reached, the last 2 miles being over snow in May. Height by aneroid 15,500 feet.

The descent on the north side is at first fairly gradual up to the 8th mile from Paiat; but after this you descend very rapidly, though by a fairly good track, reaching the new quarters at Jutial at 16 miles. Height by aneroid 5,500 feet. The 3 miles of road from Jutial to Gilgit calls for no description.

NOTE I.—A better division of the marches would be:—

	Miles.
1. Chilas to Haicha	8½
2. Haicha to Guche	9½
3. Guche to Kinejut	6
4. Kinejut to Paiat	17
5. Paiat to Gilgit	19

NOTE II.—From Paiat into the Gilgit valley according to native information there are three roads :—(1) on the west, coming down either by the Shingaigah or Naopur Nala; (2) another coming down the Burmas Nala; and (3) a third on the east by the Khomar Nala, descending into the Gilgit valley at Jutial. They say this last is the longest, but the easiest, and that most generally used.

Route No. 10.

FROM CHILAS TO GILGIT *viâ* THE KINEJUT PASS.

Authority.—DOUGLAS, JULY 1893.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	HAICHA OR HAISA ...	8½	8½	Leaving Chilas the road descends 500 feet to the Botogah stream; then ascends gradually on the other side, descending again over loose sand to the banks of the Indus, which is reach-

ed at 1½ miles. The river here is not more than 100 yards wide, running between rocks, and there is a raft ferry across it. On the other side the road ascends over loose sand to the banks of the Khinargah stream, and then winds round the hillside on the right bank, passing the village of Thalpin at 2½ miles. Thalpin contains only three houses, but there is a good deal of land which is cultivated by people from Chilas; also a mill and mosque.

Route No. 10—*contd.*

From Chilas to Gilgit viâ *the Kinejut pass.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

From Thalpin the road goes along the right bank of the stream for a mile; then crosses. Here it is bad and narrow. A little further on some open ground, and at 4 miles Thaka. One or two houses and some cultivation at the mouth of a *nala*. It is inhabited only in summer. For the next 3 miles the road is very bad in parts, and crosses the stream seven times. This part of the valley is very narrow, the rocks in many places being right down to the water's edge.

At 7½ miles the valley becomes rather more open, and the road is along the right bank of the stream, and somewhat better.

At 8½ miles the hamlet of Haicha or Haisa. There are only two permanently inhabited houses, but a good deal of land and fruit trees belonging to Chilas people. The only room to camp is cultivation. Fuel procurable and forage in summer; no other supplies. There is a bridge at Haicha. Elevation 5,200 feet.

2	Gomus ...	7	15½	Leaving Haicha the road is still along the right bank of the stream. It is at first along the hillside above the fields, but the valley soon narrows and the road becomes bad.

At 1½ miles the ruins of an old fort called Khinokot are passed on a high rock above the stream, and at 2 miles the mouth of the Shitan Nala, up which is a road to Hodar. Above this the valley is considerably more open and the hills on the right bank are low. The road passes through the two small hamlets of Chachaki and Gutamsar, which are not permanently inhabited, and at 3 miles reaches the village of Darache, 12 houses, with a good deal of cultivated ground and fruit trees. The village is scattered, and the houses extend some way up the valley. Just above this the stream is bridged, and there are roads along both banks, the regular road being that along the right bank, crossing higher up.

At 4½ miles the village of Sheohokar is passed on the left bank of the stream, and a quarter of a mile higher up on the right bank, is the hamlet of Uthaliphari at the mouth of the Bishena Nala. It contains only one house. Just above it the ruins of another old fort on a rock are called Sheringah. Above the Bishena Nala the road crosses the stream by a narrow foot-bridge, and ascends over a spur, descending again to the hamlet of Dusi at 5½ miles. Dusi is at the mouth of the Shahrgah, a large *nala*, up which is a road to the Ges valley. It contains only one or two houses. Elevation of Dusi 6,700 feet. Both Dusi and Uthaliphari belong to Sheohokar, which contains altogether twelve houses. A quarter of a mile above Dusi the road again crosses by a shaky bridge to the right bank. The stream here runs between steep, rocky banks, and the road leads along the hillside above it, and is very bad.

At 7 miles the hamlet of Gomus is reached at the mouth of the Guche Nala. Gomus contains only one permanently inhabited house. There is a road up the Guche Nala to Hodar and Kinejut, and the village of Guche, which contains seven houses of Gujars, lies about 2 miles up. Elevation here 7,300 feet.

From Gomus to Gilgit Lieutenant Douglas reports as follows:—

From Gomus to the head of the Baratang there are two roads, one up the Guche Nala, and one up the Baratang. Captain Sandbach went by the former, I took the latter route, which ascends from Gomus about 400 feet, and winds round a rocky spur between the Guche and Baratang Nalas, reaching the latter at 3½ miles from Sheohokar (Sheohokar to Gomus, 2½ miles). Then along by the stream, at first low down on left bank, passing small patches of cultivation (Indian corn); then crossing and keeping to the hillside above the stream. Here it is steep and bad.

ROUTE NO. 10—*concld.*

From Chilas to Gilgit viâ *the Kinejut pass.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

At $4\frac{1}{2}$ miles forest is reached; pencil cedar, "chir," "chilgoza," "bani," and wild olive. At a little less than 6 miles Dandalosh (five houses) on high ground at the mouth of a ravine, with a little cultivation about. Elevation 9,000 feet.

Opposite Dandalosh the road to the Bariben pass goes over the spur between the Baratang and Kinejut streams.

Above Dandalosh the road is through thick forest, steep, rocky, and very bad, gradually getting steeper towards the top of the *kotal*, which is reached at 9 miles; the last mile is very steep, over grass with thin forest. Elevation by aneroid 12,100 feet.

At the top of the *kotal*, join the Guche road; thence to the Gujar huts at Kinejut $2\frac{1}{2}$ miles.

The Kinejut valley is open in its upper part, but very narrow lower down. The ascent to the Bariben pass appeared steep down below, with an easy gradual ascent near the top. The hills surrounding the valley are quite bare on the top, covered with large boulders. Plenty of grass low down by the stream.

The last mile of the ascent to the Kinejut pass was over boulders. A few small patches of snow on both sides (9th July), but the road clear.

My aneroid read on top 14,250 feet. Descent from pass at first steep over boulders; then fairly easy till the Paiat stream is reached.

The Paiat valley is very open with splendid grazing. Wood is procurable almost to the pass. Road good, but the bridges are very shaky.

My aneroid read 14,800 feet on the top of the Khomar pass. Very little snow on south side, but a steep ascent over boulders for the last half mile. Some cattle had crossed it a few days previously. There was snow near the top on the north side. The descent on this side is very steep and difficult near the top.

The stages in summer might be divided as follows:—

	Miles.
1. Chilas to Sheohokar	13
2. Kinejut	11
3. Head of Paiat valley	10
4. Foot of Khomar pass, south side	11
5. Gilgit	15
TOTAL ...	60

Note by Captain Sandbach on the Chilas-Gilgit route viâ *the Kinejut pass; and its possibilities as a mule road.*

After crossing the Indus opposite Thalpin, there are no difficulties to speak of as regards making a mule road up the Khinargah valley till you reach Gomus.

From here up to Guche, and on to the Baratang Kotal, the ascent for 5 miles is very steep and difficult, and it would take months to cut a mule road.

Possibly another line might be found up the Baratang or Kinejut Nalas with an easier gradient.

After the Baratang across the Kinejut pass and down to Paiat would be fairly plain sailing.

From Paiat there would be some very severe zigzagging for 1 mile, and then no difficulty is met with till 2 miles on the north side of the Khomar pass.

From this point to the Jutial quarters the descent is so severe, about 8,000 feet in 8 miles, and the valley is so narrow, with steep cliffs, in many places, that a practicable mule road could only be made at an enormous expense, and I do not think that the advantages of a short route between Gilgit and Chilas would compensate for the cost that would be necessarily incurred, more particularly as the route from Chilas to Gilgit *viâ* Bunji (seven marches) will be open at all times of the year, and this route could only be open for mule traffic for four or five months in the year.

A coolie road practically exists now, and is regularly used by the natives, and this could be improved at any time if it is considered necessary to have an alternative route for military purposes between Gilgit and Chilas.

Route No. 11.

From Bunji to Chilas *viâ* the left bank of the River Indus.

Authority and date.—Douglas, August 1893.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	Lechir ...	13	13	Leaving Bunji fort the road, which is the main road to Astor and Bandipur, crosses the Bunji Nala. The ascent and descent are easy, and the stream always fordable, except sometimes for a few hours after heavy rain. Then for 5 miles across a stony plain, road 10 feet wide and good all the way. At 6¼ miles the road zigzags down the Dachkat Nala to the Astor river, which is reached at 7¼ miles, a quarter of a mile from its mouth. The river is crossed by a strong suspension bridge of 180 feet span, road-way 8 feet wide suspended on each side from two wire cables of 4½ inches diameter. After crossing the bridge, the Astor road turns up the left bank and the Chilas road turns down the stream, at first along rocky cliffs, and then along steep hill-side above the Indus, ascending gradually. At 8¼ miles is rather a steep bit, where the road zigzags up to a higher level. It is rather rough here, and about 4 feet wide. For the next few miles the road is generally along stony hillside, with occasional small bits of *maidan*. At 12 miles is a very bad bit over a landslip. The road zigzags up; then crosses and zigzags down again to its former level. This bit of road is continually slipping, and stones frequently fall from above, especially during a high wind. Constant work is required to keep the road clear. About ½ mile beyond this, at 13 miles, the post of Lechir is reached. There is a small *sangar* on the right bank of the stream held at present by a detachment of 60 men.
2	Jiliper ...	13½	26½	From Lechir post cross the stream by a suspension bridge, span 100 feet, road-way 6 feet suspended from three wire ropes of 1½ inch circumference on each side. The road then ascends on to a stony plateau above the river, across which it runs for 1½ miles. Then along rocky hillside. At 2¾ miles the Rakhiot or Yorwai Nala is crossed by a suspension bridge, span 100 feet, road-way 6 feet, suspended from 3 wire ropes of 1½ inch circumference on each side. Half a mile further on another suspension bridge crosses the Phungatori Nala, span 160 feet, five wire ropes of 1½ inch circumference on each side. Crossing this the road ascends slightly, and goes at first over fairly level ground; then along steep hillside. Road good, but rather narrow in places, and it is difficult to pass laden animals here. At 8½ miles cross a small stream between steep banks called Sarawunch. Road then ascends over a spur, descending 2 miles further on into a stony *maidan*, across which it goes to Jiliper Nala, which is reached at 13½ miles. The stream is crossed by a small double-lock bridge of 33 feet span. The *sangar* is on the left bank of the stream on a high steep rock above the Indus. The present garrison is 100 men. There is a small piquet on a height above the *sangar*.
3	Ges *	14	40½	Leaving Jiliper the road zigzags up and round a projecting spur; then descends slightly on to a *maidan* above the river, across which it then goes. At 2½ miles a stream called Shingah joins the Indus on the right bank.

* The post is now at the Bunar stream 10½ miles, and there is another post at Ginc 8½ miles further on.

Route No. 11—*contd.*

From Bunji to Chilas viâ *the left bank of the River Indus.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.

The river here is very narrow, running between steep rocks. At 4 miles the Ganalo Nala. The road descends to the stream along the face of a steep cliff. The *nala* is crossed by a suspension bridge of 130 feet span, road-way 6 feet, suspended from three wire ropes on each side of 1¾ inch diameter. Road then along hillside, reaching the Gonar Nala at 6 miles. This stream is crossed by a small wooden cantilever bridge of about 25 feet span. Ascending the bank of the *nala*, the road is over a sandy *maidan*; then over rougher ground. At 8¾ miles a small stream, called Lechirwai is forded and the road is then over level ground to the Bunar stream, which is reached at 10⅝ miles. This in summer is a deep and rapid stream and is crossed by a cantilever bridge of 50 feet span. Less than a mile beyond this the road crosses a rocky *pari*, and then reaches the *maidan* on which the post of Ges is situated, reaching it at 14 miles. There is a large *sangar* held by 100 men on the top of the steep bank of the Indus, with a good view over the surrounding plain.

No. of stage.	Names of stages.	Inter-mediate.	Total.	Remarks.
4	Chilas ...	12½	53	From Ges post the road lies for the first mile across the plain; then along the hillside above the river. The greater portion of this stage, as far as the Thak Nala is over rocky ground,

and the road in many places is rather rough. At 1¾ miles a short rocky ascent. At 4½ miles the stream from the Gine Nala is crossed; it is a small stream flowing out between perpendicular cliffs. There is a road up the *nala* to Bunar and a mill at the mouth, but at present it is out of repair. Plenty of coarse grass here in summer and room to encamp. At 5½ miles another small stream, the Dungah, is crossed. At 9 miles the Thak Nala is reached. There is a gradual descent of about half a mile to the stream, which is crossed by a wooden cantilever bridge of 38 feet span. The ascent is about 500 feet in half a mile. At the top the road to the Babusar and Kamukdori passes branches off, and goes up the left bank of the stream.

Road then for 1½ miles across stony *maidan*, and then reaches the Botogah Nala, flowing between steep banks 500 feet below the plain. The descent is very gradual and ¾ of a mile long. The stream is bridged by wooden cantilever bridge of 35 feet span.

Thence by a gradual ascent of half a mile to Chilas fort, which is reached at 12½ miles. The fort is situated on a level plain overlooking the stream.

The garrison is at present 300 men, but the fort will hold 500. The walls are of loose stone, 4½ feet high, with flanking bastions at the corners, and surrounded by a double line of obstacles.

Note.—This route as far as Ramghat follows the main road from Bunji to Astor and Bandipur. This is a good 10-foot road. From the bridge at Ramghat to Chilas it is a good mule road from 4 to 6 feet wide. There are no steep gradients, nor anything to interfere with the passage of laden mules. The worst portion is that between Ramghat and Lechir. Most of this bit is liable to damage from landslips and falling rocks, and requires a good deal of keeping in repair. At the bend of the river just above Lechir there is a very bad place, where the road crosses a landslip. Stones are continually falling from above, especially when there is a high wind, rendering it rather dangerous; and constant work is required to keep the road-way clear.

The road is at present too narrow to allow of laden mules passing one another. In most places unladen mules could pass laden mules going in the opposite direction; but there are several bits where the road is too narrow for this. To allow of laden mules passing one another, the road should be at least 8 feet wide; and 6 feet is required for laden and unladen animals to pass.

ROUTE NO. 11—*concld.*

From Bunji to Chilas viâ *the left bank of the River Indus.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

All the streams that contain any considerable quantity of water are bridged. The bridges are mainly of two sorts—suspension and cantilever. Those over the Lechir, Rakhiot, Phungatori, and Ganalo streams are of the former; over the Gonar, Bunar, Thak, and Botogah streams they are of the latter type. There is a small double-lock bridge over the stream at Jiliper.

All these bridges have a 6-foot road-way, and are calculated to carry infantry in single file crowded, or mountain batteries at full intervals.

No local supplies of any sort are procurable along the road. A coarse-tufted grass grows on most of the *maidans*, and from 1,500 to 2,000 maunds of this might perhaps be collected along the line. Cattle and mules will eat it.

The average rate of marching for infantry along a road like this is about 2 miles an hour, including short halts. Laden mules go about the same pace or a little faster. Laden coolies about 1½ miles an hour. For riding 4 miles an hour is a fair average pace.

Route No. 12.

FROM CHILAS TO THAK.*

Authority and date.—DOUGLAS, JANUARY 1893.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	THAK	13	13	Leaving Chilas fort the road crosses the Botogah, descent and ascent very steep, and then goes for 2 miles across level ground, reaching the Thak valley near its mouth. Here the road turns south and descends gradually to the level of the stream, which is reached at 3½ miles. Elevation 3,750 feet. The descent is on the whole good, but there is one difficult and rather dangerous bit over slippery rock. For the next mile the road is on the left bank somewhat above the stream; there is one place here where it goes between two rocks, and is only just broad enough to allow an unladen animal to pass. At 4½ miles descend to the bed of the stream near a place called Muchak Jal, where there is a small open space with many tamarisk trees and a *ziarat*. Opposite this a foot-path goes over the hills to Gine. The next half mile is in the bed of the stream and very bad in places. At 5 miles cross to right bank; there is no regular bridge, but trunks of trees laid in the stream. At 5½ miles the valley narrows and the road goes over a low rocky spur. This is said to be the boundary between Thak and Chilas, the people of the former grazing above and the Chilas people below it. For the next mile and a half the road is down close to the water, and between the 6th and 7th miles it is bad in parts. At 7 miles ascend on to a low spur on which the village of Dasar is situated on the left bank of the Farwat Nala. Elevation 4,670 feet. There is a good deal of cultivation near the village and a few fruit trees. Half a mile beyond Dasar is a low rocky *pari*, and the road is cut out of the cliff. It is very bad in one part, and animals would have to be unloaded. This could be avoided in winter by fording the stream at Dasar and re-crossing higher up. At about 8 miles is another bad place, where the road was built up round a projecting rock

* This route has now been made practicable for mule transport throughout.

Route No. 12—*concld.*

From Chilas to Thak.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

and has since fallen away. Unloaded animals could only be got past it with difficulty. At 8½ miles pass through cultivation belonging to Singal, and 8¾ miles Singal itself is passed on the opposite (left) bank. The village lies on the face of the Singal Nala; there are a great many trees round it—*chinars*, walnuts, apricots, and vines. The last part of the road is fair, and thence it is easy to Basha, which is passed at 10 miles. The village lies in a hollow, about a quarter of a mile from the right bank of the stream. Elevation 5,500 feet.

At ten and half miles the Niat stream joins, and the road, after going up it for a few hundred yards, crosses by a substantial wooden bridge, and winding round the spur between the two streams goes on up the right bank of the Thak branch.

Just below the junction is a bad place, where the road has been swept away and the path goes round a projecting rock along the narrow bank of a water channel. In winter animals could go along the bed of the stream. Thence to Thak the road is along the hill side and good. There is a good deal of cultivation in this part of the valley, and houses scattered about. They are, however, only inhabited in summer, the people all going into Thak for the winter months. At twelve and three-fourth miles a small stream from the Thak Nala flows in on the right, and the road crosses just below it to the right bank. Thak is a large village of 100 houses. The houses are partly of stone and partly of wood, and are all clustered together on the top of a high, precipitous rock on the left bank of the *nala*, and 300 feet above the main stream. There is no regular wall round the village, nor any attempt at fortification. The hills here recede somewhat, leaving a sort of small plateau, which, with the lower slopes of the hills on both sides of the valley, is covered with terraced fields. Round the village are a great many fruit trees, and the lower slopes of the hills are covered with bushes. Elevation of Thak village 6,700 feet.

The Thak Nala is a large one. Up it is a road over the hills to Philiat, and there is a good deal of scattered cultivation in it.

Route No 13.

From Chilas to the Lulu Sar lake *viá* the Babusar pass.*

Authority and date—Douglas, June 1893.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	Thak ...	13	13	This part of the road has already been described in the previous route.
2	Tatawai ...	10	23	For the first 4 miles the road goes up the valley, crossing to the right bank of the stream at 1¾ miles, and re-crossing again to the left at 2¼ miles. At 4 miles the Damogah, a large *nala*, with

* This route has now been made practicable for mule transport throughout.

ROUTE NO. 13—*concld.*

From Chilas to the Lulu Sar lake viâ *the Babusar pass.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Total.	Remarks.

a fair-sized stream, joins from the south-east. Three hundred yards above the junction of the Damogah the road crosses again to the right bank by a substantial bridge, and ascends somewhat, descending again to the river bank at 5 miles, and re-crossing to the left bank, 600 yards further on, by a bridge. This, like all the other bridges in this valley, is made of a single large plank (usually of *deodar*) thrown across the stream. The positions are well chosen, the abutments sometimes natural and sometimes built up, and cattle cross them freely. Some cultivation and huts at the mouth of two ravines on left bank where road crosses. This place is called Loshi. For the next mile and a half the road is through thick forest. There is a large variety of trees, including the *deodar* and *chilgoza*. The road here and for the whole of the stage, though rough in places, is quite practicable for mules. At 6 miles the Kundas Nala joins from the west, with a grazing ground of the same name at its head. There is a track up this and into the Cherat Nala, whence the Botogah may be reached. At 7½ miles the lower village of Babusar containing six houses. It is situated near the mouth of two large *nalas* called Kakai Halol and Dirugah. Elevation 9,200 feet. The valley here is open and the lower slopes of the hills gentle and grassy. Road good.

At 8½ miles upper Babusar, inhabited at present by only one family. It is situated near the mouth of a large *nala*, the Koligah. There is a road up this to Loi Halol, going over a pass at the head of the Katai Nala, a little to the east of the Botogah pass.

This pass appeared to be about the same height as the Botogah (nearly 14,000 feet), and easy enough on the south side. Cattle can cross it.

Above Babusar the valley is open, and road very easy over grassy slopes. At 10 miles the Tatawai Nala joins from the south-west. There is another road up this to Loi Halol over an easy pass.

Good ground to encamp just below the mouth of the *nala*. Plenty of wood on the hillsides and grass. Other supplies procurable only from Babusar village, and in very small quantities.

3	LULU SAR LAKE ...	10½	33½	Leaving camp the road ascends for ¾ of a mile on to a wooded spur. Elevation 10,900 feet.

It then ascends gradually over grass along the left bank of the stream to 2½ miles, where the elevation by aneroid was 12,500 feet.

Here the road descends into a dip with a steep ascent out of it for a few hundred yards; then bends round in a more westerly direction with a gradual ascent to the top of the pass, which is reached at 3½ miles. Aneroid reading on top of pass, 13,400 feet.*

From the top of the pass the road begins to descend, and reaches the Gittidas stream about a mile on. This descent is rather steep, but it would be easy to make it much more gradual.

The road then crosses the stream by an easy ford, and goes down the valley along its left bank. This portion of the road as well as the descent, and about a mile on the north side, had a good deal of snow on it when I was there (2nd June), and it was therefore impossible to see its condition. It was, however, all over easy grassy slopes, with no severe gradients.

At 7½ miles, 4 miles from top of pass, the Loi Halol stream joins the Gittidas from the north, and 3 miles further on the head of the Lalu Sar lake is reached. There is a small level space to encamp on by the stream. Grass on the hills and birch wood for fuel. There is no wood above this in the Gittidas valley, but here and there small patches of juniper bushes. Elevation 11,000 feet.

* This and the other aneroid readings given must be taken only as approximate and comparative. The height of the pass by boiling point has been taken to be 13,589 feet.

Route No. 14.

From Chilas to the Lulu Sar lake *viâ* the Botogah pass.

Authority and date—Douglas, June 1893.

No. of stage.	Names of stages.	Distances. Inter-mediate	Total.	Remarks.
1	Chakar ...	13	13	Leaving Chilas fort the road descends gradually into the valley, reaching the bed of the stream about $1\frac{1}{4}$ miles from

the fort. Here it crosses to the right bank by a strong wooden bridge, and is so far easy. Elevation of stream at bridge, 3,950 feet. For the next $2\frac{1}{2}$ miles the valley is very narrow, and the hills on the both sides are rocky and precipitous; the road is among large boulders, and very rough in places. About a mile beyond the bridge it passes through a sort of short tunnel formed by large rocks which have fallen from above; this place and another just beyond are too narrow for loads to pass. At 4 miles is the village of Kai at the mouth of the Katgah Nala, up which is a path to Thak. The village contains ten houses with a good deal of cultivation and a few fruit trees, but is not permanently inhabited. Leaving Kai the road goes over a spur and then descends close to the stream. At five miles it commences to ascend over a sort of *pari*, about 300 feet high, the top of which is reached at $5\frac{1}{2}$ miles; ascent quite easy. Thence it descends gradually to the mouth of the Dasar Nala (six miles). Here is small open space with some cultivation and a few uninhabited houses called Moti Singh. The village of Dasar is about a quarter of a mile up the *nala*, and contains houses. Elevation of Mati 5,800 feet. Half a mile further on the village of Barushki is passed on the opposite bank, and at 7 miles the road crosses to the left bank, by a somewhat shaky wooden bridge opposite the scattered village of Mashe. Elevation 6,000 feet. Here the valley opens out somewhat, and the road passes through cultivation belonging to Mashe for about $\frac{3}{4}$ of a mile. About a quarter of a mile above the bridge a track goes up a *nala* and over the hills to Giche. At $8\frac{1}{4}$ miles a small hamlet of two or three houses called Talmut, and at 9 miles the village of Sehyun on the right bank. Road here somewhat rough in places, but on the whole good. Elevation of Sehyun 6,500 feet.

A quarter of a mile further on some houses of Doriphari, a scattered village. At 10 miles the mouth of the Basakal Nala is reached, with the village of the same name at its mouth. All the villages about here are very scattered, and some of the houses of Basakal are on the right bank half a mile lower down. The stream is bridged between the two. Elevation 7,000 feet. The road is now down close to the stream, passing the small hamlet of Chushben half a mile further on. At 11 miles the Philiat Nala comes in from the east with a road up it to Thak. At the mouth of the *nala* on high ground is the small village of Thet, and the houses of Philiat are scattered about higher up the *nala* on the left bank. Just above the mouth of the *nala* is the village of Gala with houses on both banks of the stream. From opposite Thet the road rises on the higher ground and passes through the cultivation of Sari. Elevation 7,700 feet. At 12 miles the mouth of the Guchar Nala, up which is a road to Thur, and a mile further the village of Chakar on high ground, at the junction of the Udorbat and Sumhal streams. Elevation 8,250 feet. There is a good deal of open ground about the village; plenty of wood all round, and supplies could be obtained in small quantities.

2	Foot of pass ...	$9\frac{1}{2}$	$22\frac{1}{2}$	Leaving Chakar cross the Udorbat stream by a bridge, and then up the left bank of the Sumhal branch. Road rough, but practicable. At $1\frac{1}{2}$ miles

the Dalupar Nala joins from the east. There is a foot-path up this to Thak descending by a branch of the Cherat Nala. At 2 miles Sumhal, a Gujar village, situated at the mouth of a ravine.

ROUTE NO. 14.—*contd.*

From Chilas to the Lulu Sar lake by the Botogah pass.

No of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.

Road now through thick pine forest and fairly good. At 3¾ miles cross to right bank by a bridge, re-crossing to left bank at 5½ miles. This part of the road is a mere cattle track, and very rough and stony in places. Both bridges of pine trees thrown across the stream with planks across them kept in their places by large stones. Cattle cross them freely. Just below the upper bridge the Katai Nala joins from the south-east. There is a fair sized stream down it and good grazing up it. Cattle can be taken over the pass at its head into Loi Halol, and there is also a road from its head by the Koligah to Babusar village.

Road now up left bank of stream and rough. At 6¾ miles a large *nala* joins from the south-west. Above this the valley is more open, and there is comparatively little forest. The road is better in this part being chiefly over grass. At 9½ miles there is room to encamp, ½ a mile below where another stream joins from the south-west. Plenty of juniper bushes for fuel, and pencil cedar a mile or so lower down. Elevation about 11,500 feet.

3	LULU SAR LAKE ...	11½	34	Leaving the camping-ground, the road is still up the left bank of the stream. At ½ mile another stream joins from the south-west. There is a track up this and a pass at the head into Sapat,

but it is difficult and practicable only for men on foot.

From this point to the top of the pass is 2 miles with an ascent of 1,000 feet. All this was under snow when I saw it (6th June). The ascent is quite gradual till close to the top, where it is very steep for some 40 or 50 feet. Aneroid reading at top 13,800 feet.*

From the top of the pass the descent on the south side is easy, though the gradient of the present road is rather severe near the top.

The level of the Loi Halol stream is reached at 1½ miles from the top (4 from camp). Here a small stream joins from the west, up which there is a difficult foot-path to Sapat.

At 4¾ miles another stream from the west, with a cattle road to Sapat.

At 5½ miles another stream joins from the Tatawai pass. This pass looked easy and not much higher than the Babusar.

At 7 miles another stream from the west, up which there is also a cattle track to Sapat.

The Loi Halol valley winds considerably, and the snow lies here much longer than in the Gittidas valley. The lower slopes of the hills are gentle and covered with splendid pasturage.

There is no wood in the valley.

The valley is inhabited by Gujars, who come over from the Botogah and other valleys about the middle of June, moving thence to Gittidas or Sapat later on.

The term Loi Halol is applied locally to the whole of the valley and its branches, and the latter appear to have no distinctive names.

At 8 miles the road, which has hitherto been along the right bank of the stream, crosses over to the left, and at 8½ miles the junction of the Loi Halol and Gittidas streams is reached. There is an easy ford here (only a foot deep at the beginning of June).

Thence by the road from the Babusar pass to Lulu Sar lake 3 miles.

Note on the Babusar and Botogah routes to Kaghan.

From Chilas to their junction opposite the mouth of the Loi Halol valley neither of these routes present any difficulty in summer, and with a compara-

* Or 400 feet higher than my aneroid read on top of the Babusar. If the boiling point elevation of the latter 13,589 feet, is correct, the Botogah pass is probably nearly 14,000 feet.

Route No. 14—*concld.*

From Chilas to the Lulu Sar lake viâ *the Botogah pass.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

tively small amount of labour both of them could be converted into good mule roads.

The distance by either route is almost identically the same, about 34 miles.

Of the two, however, the Babusar route is distinctly the easiest, and would probably be open for mule traffic nearly a month earlier than the other. When I crossed the pass on the 2nd June, there was a mile of snow on the north side and half a mile on the south. A great deal of this was fresh snow fallen within the few days previous to my visit, and would melt very quickly. The Babusar pass is probably open for mule traffic usually very soon after the middle of June.

The road from Chilas to Thak was in many places carried away by a mud flood down the valley last year, and would require a good deal of making. From Thak to the top of the pass, and thence to Lulu Sar, there is already a good road in existence, which would only require to be improved.

The road up the Botogah is bad for the first 4 or 5 miles from Chilas, and this part, being chiefly among huge boulders of rock, would require a good deal of making. The remainder of the road would all require a considerable amount of improvement before it would be fit for mule traffic. There is much more snow on the Botógah than on the Babusar pass, especially near the top on the north side, where in June it hung over in a cornice, making the ascent somewhat difficult.

Owing to the winding nature of the Loi Halol valley, the snow lies there much longer than in Gittidas, where on the north side there was very little snow at the beginning of June.

If the road from the top of the Babusar pass were carried down the north instead of, as at present, the south side of the valley, it would be much earlier free of snow. The present rather steep descent would also be avoided, and the descent might be quite gradual to the mouth of the Loi Halol stream, a distance of 4 miles, with a descent of about 2,000 feet.

The hillside is as easy on the north as on the south side. Below Loi Halol the present line has several advantages, and would probably be followed.

The stages I have given are those which appear to me most suitable. A small party could encamp almost anywhere on the Chilas side of the passes, fuel on that side being everywhere abundant. On the south side there is no fuel at all in the Loi Halol valley, and in the Gittidas valley above Lulu Sar only small patches of juniper here and there on the hillside.

In crossing from Kaghan early in the season, it would be advisable to encamp nearer the foot of the passes, so as to get across them early. In this case wood would have to be carried up from below.

Route No. 15.

From Thak to Philiat.

Authority and date.—Douglas, June 1893.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	Philiat ...	11	11	Leaving the main road up the Thak valley by the village of Thak, the path ascends above the village and windsround a spur above the stream

Route No. 15—*concld.*

From Thak to Philiat.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

It is a very fair road here. At 1 mile the Cherat Nala joins from the south; this is a narrow valley with small patches of cultivation up it. There is also cultivation opposite its mouth. The road then continues in a westerly direction, crossing and re-crossing the stream, which is very small. At 2 miles the ascent becomes steeper and the *nala* stony, at 2½ miles the road emerges into a large open and fairly level space. Just where the road ascends is a small grassy basin, which collects the water from the surrounding hills. There is no water in the *nala* above this. A little cultivation here. Elevation 7,800 feet.

The valley here is nearly a mile wide, covered with thick forest, with occasional open spaces.

The road continues ascending by a very easy gradient through thick forest. It is good.

The top of the pass is reached at about 6 miles, the gradient gradually increasing and the last mile very steep. Elevation 1,100 feet. On crossing the ridge the head of the Katgah is reached. The best road is round this; then cross the ridge on the other side of the Katgah, when the head of the Philiat Nala is reached and the road goes down it to Philiat. The distance from the top to Philiat is about 5 miles.

Another road goes straight down the Katgah to the village of Kai. It is only a goat track very steep at the top, and rough throughout. Six miles from the top another branch joins the *nala* from the east, and the *nala* turns westwards, reaching the small village of Kai, 2 miles further on (8 miles from the top).

From Kai to Chilas is 4 miles.

The Katgah is very well wooded. There is no cultivation, except some small patches, within 2 miles of Kai. Some goat-herds' huts higher up.

Route No. 16.

From Chilas to Sapat.

Authority and date.—Douglas, June 1893.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

This road branches off from the Kaghan road at the village of Chakar, where it turns first to the west up the Udorbat stream, and then in a southerly direction up the easterly branch of the stream to a pass at its head. It is a good deal used by the Gujars and other inhabitants of the valley, who take their cattle over into Sapat in summer to graze.

Leaving Chakar (13 miles from Chilas) the road goes up the left bank of the Udorbat stream, reaching the village of Sheojal ¾ of a mile on. A few hundred yards beyond this the tract crosses the Udorbat branch of the stream a quarter of a mile below the village of Udorbat. There is a road up this branch to Thur. The road then continues up the easterly branch called the Keogah through dense pine forest. It is only a cattle track and very rough.

Just beyond 2⅓ miles a small stream joins from the west. Beyond this the forest is not so thick; the hillside is fairly steep and generally stony. At 5 miles the valley becomes more open, and the slopes of the hills are somewhat gentler. They are still stony and covered with large boulders. At 6¼ miles another stream called Toshkol joins from the south-west. Above this there are very few pines.

ROUTE NO. 16—*concld.*

From Chilas to Sapat.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

About half a mile further on there is good ground to encamp near some Gujar huts. Plenty of grass and wood. Above this there is not much wood, only a little pencil cedar and juniper bushes. Elevation 11,400 feet.

From this point the road continues up the left bank of the stream for 3½ miles, when it reaches a sort of shallow basin. Elevation 13,100 feet. So far snow only in patches (18th June); above this to the top of the pass it was continuous, and very soft in places with water underneath. From here to the top of the pass is about a mile in a straight line. The regular road keeps to the east side, but owing to the soft snow I kept the west, climbing up a rocky spur to the west of the pass, and taking an hour to reach the top. Elevation by aneroid 14,000 feet. The last 500 feet are very steep.

From the top of the ridge the road descends in a south-westerly direction to a small stream, which joins another and larger stream about a mile from the top of the pass.

About 3 miles from the top of the pass another apparently fair sized stream joins from the south-east. There was very little snow on the south side.

The Sapat valley as seen from the top of the pass somewhat resembles the Kaghan valley below Lulu Sar, but the slopes of the hills are steeper. They are mostly covered with grass, and pines were visible 4 or 5 miles down. Seven or eight miles off another stream joins from a southerly direction. At the mouth of this is a place called Nili Biri, where there were already some Gujars and Kohistanis with their flocks on the 18th June. Some of the Gujars had taken their cattle over the pass a few days previously.

Though the road up the Keogah is at present very bad, it could very easily be improved and made into a good mule road. There are no steep gradients, except at the top of the pass and no rock. It is very stony in places. There is plenty of grass down the stream, though the hillsides are bare stony. Wood is plentiful.

The descent on the south side is not steep, and, as far as I could see the road, it looked fairly easy.

This branch of the valley is not permanently inhabited, but there are a few Gujars up it in summer.

Route No. 17.*

FROM CHILAS TO GOR *viâ* THE RIGHT BANK OF THE INDUS.

Authority and date.—DOUGLAS, OCTOBER 1893.

No. of Stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	THALPIN ...	5	5	From Chilas the road descends through cultivation to the ferry, which in summer is usually about a mile below the mouth of the Botogah stream and 1½

miles from Chilas fort. Crossing the river, the path goes up the right bank,

* This is the shortest road from Chilas to Gor in summer, when the Indus is in high flood, as there is then no place at which rafts can cross between Chilas and the mouth of the Astor river. The road is very bad. Cattle are sometimes taken by it, but there are several places where an unladen pony could only be led over with great difficulty. The best route, when the river is not too high, is that by the left bank, crossing either at the mouth of the Damasal Nala or at Darang.

Route No. 17—*contd.*

From Chilas to Gor viâ *the right bank of the Indus.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

reaching Thalpin village at about 5 miles. Good ground to camp on the left bank of the Khinargah stream. This stream is not bridged, and is difficult to ford when in high flood; but a place at which fording is possible can usually be found.

The actual place of crossing the Indus varies according to the state of the river, it being sometimes necessary to cross lower down. When the river is high, a large six *masak* raft will not carry more than six men at a time, exclusive of rowers. At each trip the raft is carried from 400 to 600 yards down stream, and has to be towed up again, great delay being thus caused.

In winter there is an easy ferry a mile below Thalpin, and the distance is then reduced to under 3 miles.

2	Ke Ges ...	10	15	Leaving the cultivation of Thâlpin, the road ascends gradually to the top of a low *pari*, which is reached at 1½ miles,

and for the next mile goes along the hillside.

At 2½ miles it reaches a stony *maidan* above the river, across which it goes to 4 miles, when it enters some low hills, and winds among them out of sight of the river up to 5½ miles.

The next two miles are fairly level, at first over sand and stones; then over heavy loose sand.

At 7½ miles there is a short difficult descent over rock to the river bed, which is the only bad bit in this stage. After going for a few hundred yards across the sand, the road ascends gradually over broken ground.

At 8½ miles the Moshtar Nala is crossed; the descent to and ascent from the bed of the *nala* are somewhat steep.

A little further on the Ke Ges stream is reached, and the path goes up the right bank, crossing at the village (10 miles.) There is no regular bridge over the stream, but the inhabitants usually extemporise a crossing of some sort.

Plenty of room to encamp, but very little is procurable in the way of supplies.

The village belongs to Gor, and contains twelve houses.

It is not permanently inhabited. Elevation 3,750 feet.

There is no water on this stage for the first 7½ miles.

3	Damasal ...	13	28	From Ke Ges the road for nearly 3 miles goes across the Ges plain, and is good. It then crosses the Am Ges stream,

about ½ a mile below the village. The stream is between high banks, and the descent and ascent are fairly steep.

At 3½ miles a very bad *pari* is reached. The path is over hard slippery rock, which descends at a very steep gradient to the river. There are two tracks, the upper being the best; but it is very bad indeed, and entails an ascent of several hundred feet. This *pari* is about a mile long.

After crossing this *pari*, the road for a mile and a half is fairly good, over stony ground about 300 feet above the river. It then goes along a steep hillside, crossing two deep ravines between the 6th and 7th miles.

At 7 miles a fairly steep rocky descent on to a lower plateau, across which it goes to 8½ miles.

From 8½ to 9½ miles the path is along a steep hillside very rough and narrow in places.

At 9½ miles the Shingah Nala, which flows through a deep ravine, is crossed. This is usually a small stream, but difficult to cross when in high flood.

From the Shingah stream the path ascends for half a mile over another *pari*; then descends again, and crosses another plateau for a mile.

ROUTE NO. 17—*concld.*

From Chilas to Gor viâ *the right bank of the Indus.*

No. of stage	Names of stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	

The last mile and a half is over stony broken ground, and at 13 miles Damasal is reached. This is a small open space at the mouth of the Damasal stream, which issues from the hills between steep perpendicular banks. Grass abundant in summer and tamarisk trees for fuel. No other supplies. Elevation 3,550 feet.

There is a ferry here to Jiliper post on the opposite bank, but it cannot be used in summer.

4	GOR	$7\frac{1}{2}$	$35\frac{1}{2}$	Leaving Damasal, the road for the first mile is over rock above the river, and very bad. The next mile is over sand and stones in the river bed.

At 2 miles another bad rocky *pari* commences.

The road ascends gradually for about a mile over solid, slippery rock, and is almost impassable for animals.

Thence a descent of $\frac{1}{2}$ mile to the village of Darang ($3\frac{1}{2}$ miles). Darang is on level ground at the junction of the Gor stream with the Indus, and about 300 feet above the river level. It belongs to Gor and contains six houses with a good deal of cultivation and fruit trees.

From Darang the road for half a mile ascends gradually up the right bank of the Gor stream. It then leaves the stream, and ascends a spur between two dry *nalas*. From the 4th to the 6th mile is very steep, up a rocky hillside; the track is rough, but cattle can be taken by it.

At 6 miles the outlying cultivation of Gor is reached. The road then goes on up the right bank of the Dobot branch of the stream, ascending gradually for a mile.

It then crosses the stream, and ascends to the fort of Dobot, which is reached at $7\frac{1}{2}$ miles. Elevation 8,000 feet. Lasanot is about 300 yards to the east of Dobot. There is room for a small camp just below the Dobot fort. Supplies procurable.

Route No. 18.*

FROM GOR (LASANOT FORT) TO DAMOT AND TALICHE, *viâ* THE PASS TO THE EAST OF GOR.

Authority and date.—DOUGLAS, OCTOBER 1893.

No. of stage.	Names of stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
1	TEREMAL ...	4	4	From Lasanot the road goes northwards ascending gradually through cultivation to the smaller fort of Kartalot, and crossing the Lasanot stream above

Kartalot at a little over one mile. Thence it turns eastward, ascending and winding round a low spur through terraced cultivation.

At $2\frac{1}{2}$ miles a deep ravine is crossed with a fairly steep descent and ascent. Thence the road winds round another spur through thin forest, and at a little over 3 miles descends into another ravine. There is a small patch of cultivation in the bed of this called Bemur.

* This is the best route from Gor to Damot, and that generally used. From the top of the pass to Damot no water is met with, and it is a very hot road in summer. For this reason the road by the Lutho pass is sometimes preferred (Route No. 19).

Route No. 18—*concld.*

From Gor (Lasanot Fort) to Damot and Taliche* viâ *the pass to the east of Gor.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
				Thence road as before, reaching at 4 miles another patch of cultivation called Teremal, the last halting place till Domot is reached.
2	Head of pass ...	2	6	From Teremal there is a very steep ascent of nearly a mile through pine forest. Thence the path descends slightly and crosses an open level space, whence the top of the pass is reached by a fairly easy ascent of half a mile. Elevation by aneroid 9,400 feet. This pass is open all the year round.
3	Damot ...	13	19	From the top of the pass the road descends steeply down the bed of a ravine. A short way down it divides, one branch keeping high up along the hill-side above the Jum *pari* to Damot; cattle are taken along this route; the other branch, descending straight down the ravine reaches Taliche at 5 miles from head of pass. This road is very steep, though cattle can be taken down with difficulty. This latter is the shortest route to Bunji from Gor. At 1½ miles from Taliche, the mouth of Taliche stream is reached (there is usually a ferry here in winter), and thence the main road to Bunji, 9 miles.

Route No. 19*.

From Gor to Damot *viâ* the Luthu Pass.

Authority and date.—Douglas, October 1893.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	Dobai Harai ...	8	8	From Lasanot fort the road goes to Kartalot, a gradual ascent of about a mile through cultivation. Thence it ascends up the right bank of the Lasanot stream. The ascent is fairly gradual up to two miles; thence to the top of the pass the path goes straight up a very steep hillside. It is very rough and rocky in places through pine forest to within 1,000 feet of the top. The total distance from Lasanot to the top of the pass is probably not more than 5 miles, but the ascent is severe, nearly 5,000 feet in this distance. From the top the descent on the north side is easy and gradual for about a mile, when the stream, which here flows in a westerly direction, is crossed. A little further on the path descends to the bed of the stream, which, turning northwards, flows through a deep rocky ravine. The road going down the left

* This is only a summer road, and is used chiefly for taking cattle over to graze. It is some times used in preference to the lower road to Damot on account of the heat and want of water on the latter.

ROUTE NO. 19—*concld.*

From Gor to Damot viâ *the Luthu pass.*

No. of stage	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

bank is bad. Three miles from the top (8 miles altogether) Dobai Harai is reached. There is only a goat-herd's hut on the hillside there, and no level ground on which to pitch even a small tent. Wood abundant and water from a side stream. Elevation 11,400 feet.

2	DAMOT ...	12	20	From Dobai the road keeps down the bed of the stream on the left bank, and is very rough and stony.

At 3 miles the mouth of the Buin Nala is reached. This has a fair-sized stream flowing down it from the west. There is a cattle track up it and a pass at the head of the northerly branch into the Gashu Nala. Up the Hosharai, a branch of the Buin, are foot-paths to the Damasal Nala and also into Gor, crossing by a pass about two miles to the west of the Luthu pass.

Good place to encamp in pine forest at the mouth of the Buin stream.

At 5 miles the Kashiro Shing Nala joins from the east, and at 6½ miles the mouth of the Salat Nala is reached.

Road bad all the way to here.

At Salat there is a small patch of cultivation and a foot-path up the *nala.*

Below Salat the road is much better, and is a fairly good cattle track.

At a little over 8 miles the Shutiachik Nala joins from the west. There is cattle grazing up it.

At 9½ miles the hamlet of Bargin is reached at the mouth of the Darang Nala on the right bank of the stream. The path crosses just above Bargin ; no bridge.

At 11 miles Manot is reached, and at 12 miles Damot, the last mile being through continuous cultivation.

Room to encamp at Damot near the junction of the Damot and Chakarkot streams. Supplies procurable.

Route No. 20.

FROM CHILAS TO NIAT.

Authority aud date.—DOUGLAS, 1893.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	NIAT ...	17	17	This is the same as the Thak road as far as the bridge above Basha, where instead of crossing, it keeps on up the right bank of the Niat stream.

At 11 miles pass the village of Daloi on high ground, ¼ of a mile from the stream, and at the mouth of the *nala* of the same name. Cultivation and fruit trees. Elevation 5,906.

Route No. 20—*concld.*

From Chilas to Niat.

No. of stage.	Names of stages.	Distances.		Remarks.
		Intermediate	Total.	

At $12\frac{1}{2}$ miles Theh, a scattered village on both banks. The road crosses to the left bank just below the village, re-crossing a few hundred yards higher up. At both crossings are narrow foot-bridges. Between Daloi and Theh the road is very bad in places, having been carried away by the floods.

At $13\frac{1}{2}$ miles a small open space called Gormal, at the mouth of the Gormal Nala. Just below this, and again just above it, are low rocky *paris*, but the road over them has been made, and is fairly good. About a mile further on, a place called Nagaran, where the bed of the stream is somewhat wider, about 100 yards. Here there was formerly cultivation, but the floods this year have entirely covered it with mud and rocks, and the road is over these, and very bad.

At $15\frac{1}{2}$ miles the Lomargah comes in on the left. A large *nala* with a small stream and a foot-path up it to Bunar. The Gushar people cultivate up this valley in summer.

At 16 miles Gushar. The valley is wider here, and the village stands on high ground at the mouth of a ravine. The road is down in the bed of the stream and very bad. There are not many fruit trees, but appeared to be plenty of cultivation. Elevation 7,500 feet.

At 17 miles Niat, at the mouth of the Loshi Nala. Here and above the valley appeared to widen considerably. The lower slopes of the hills are not so steep as lower down; they are thickly covered with pine forest right down to the water. Elevation 7,700 feet.

Above Niat the road is said to be worse than lower down.

Route No. 21.

From Niat to Gittidas *viâ* the Balung Nala and pass.

Authority and date.—Douglas, August 1893.

No. of stage.	Names of stages.	Distances.		Remarks.
		Intermediate.	Total.	
1	Head of Balung Nala.	9	9	This road leaves the Kamukdori road just above Kamen ($4\frac{1}{2}$ miles), and goes up the right bank of the Balung stream, ascending steadily at first through pine forest.

At $5\frac{1}{2}$ miles (1 mile above Kamen) the Jigi Nala joins the Balung from the west, and a branch road goes up it. This is only a cattle track to the grazing at the head of the *nala*, and thence cattle can cross over the hills either to the head of the Balung or into the Damogah, a branch of the Thak valley.

Route No. 21—*concld.*

From Niat to Gittidas viâ *the Balung Nala and pass.*

No. of stage.	Names of stages.	Distances. Intermediate	Total.	Remarks.

The Balung road continues up the right bank of the stream to $7\frac{1}{2}$ miles, when it crosses to the left bank just above some Gujars' huts. Roads so far rough and stony, but practicable for mules. Above this it is all through an open grassy valley and good.

At 9 miles the stream divides into two branches.

Room to camp here. Elevation 13,000 feet.

The road from Beah comes over a *kotal* about a mile to the east of this point. Very easy descent from the *kotal* over grass; mules can go.

Abundant grazing and juniper and other bushes for fuel.

No. of stage.	Names of stages.	Intermediate	Total.	Remarks.
2	Gittidas ...	$6\frac{1}{2}$	$15\frac{1}{2}$	From the last camping ground the road turns west, and ascends steadily for a mile and a half to the top of the Balung pass.

This is a very easy ascent of 1,000 feet over grass the whole way. There is no well marked path, but loaded animals could go almost anywhere over this country. The ridge is almost level at the top.

From the top of the pass there is a fairly steep descent of a few hundred feet into a small *nala* which flows down from the ridge at the head of the Damogah to the Gittidas stream. There is no road here out of the Damogah, except a goat track in summer.

The road goes down over grassy slopes on the right bank of the stream, and reaches the Gittidas valley at $3\frac{1}{2}$ miles. Thence to the halting place of Gittidas, at the foot of the Babusar pass, 3 miles of almost level road over grass. There are some Gujars' huts here usually occupied in summer. No wood or fuel procurable except a sort of peaty root which is used in case of necessity. Thence to Lulu Sar lake 8 miles or to Babusar village 6 miles.

The Gittidas valley is very open here. The name is derived from two Shina words—"Gite," a stone, and "das," a plain, so called from very conspicuous white stone in the middle of a grassy *maidan*.

Route No. 22.

From Chilas to Thur by the left bank of the Indus.

Authority and date.—Douglas, April 1894.

No. of stage.	Names of stages.	Distances. Intermediate.	Total.	Remarks.
1	Mouth of Thurial Nala.	15	15	From Chilas to the Giche Nala ($4\frac{1}{2}$ miles) the road is good, chiefly over sand and stones.

ROUTE NO. 22—*concld.*

From Chilas to Thur by the left bank of the Indus.

No. of stage.	Names of stages.	Distances. Inter. mediate.	Distances. Total.	Remarks.

From the Giche stream to 6 miles the road is very rough and rocky in many places; it then becomes better, is over sandy ground to 7½ miles, where the Hodar ferry is reached. All this part is practicable for loaded mules. At 8 miles there is a very bad rocky *pari*, the lower road is very bad, but there is an upper road which is much better; cattle go by this and mules might be got over. This *pari* is about a mile long.

At 9 miles the road descends close to the river and is over sand. At 10 miles there is another very bad *pari*.

Here there is also an upper road by which cattle go.

It ascends to nearly 1,000 feet above the river by a steep and rocky ascent. Mules could go but with difficulty. On the top the road is good, but the descent is rather steep. This *pari* is about 2 miles long.

At 12 miles the road, which is still high, begins to descend gradually on to a sandy plain.

Thence to the mouth of the Thurial Nala the road is all over sand and stones and easy going.

A small stream down the *nala* and open sand on which to encamp. No wood, grass, or supplies of any sort procurable, but worm-wood may be used for fuel.

2	THUR ...	11½	26½	From the Thurial stream the road for the first mile and a half is over a sandy plain and good. It then descends somewhat and goes across a bad rocky

pari. The lower road is passable only by men on foot, but there is also an upper road by which cattle are taken and which is better.

At 2½ miles it descends to sand and goes along close to the river to 3½ miles when the Thur stream is reached and the road turns up the right bank.

At 4 miles the road crosses to the left bank by a bridge. The bridge has short cantilevers about 5 feet long; on these a long plank 15 inches to 18 inches wide rests, with a pine trunk on each side of it. It is too narrow for mules to cross. The site is a good one, resting on rock on both sides and well above flood level. The span is about 40 feet. There is no other good site near. The bridge might easily be improved, but no material is at hand. After crossing the bridge the road to Harban goes on across a sandy plain down the left bank of the Indus. The stream is fordable up to the beginning of May and again in October.

From the bridge the Thur road goes up the left bank of the stream. It is rough and stony in places, not practicable for mules. There is a short bad bit at 5 miles. At 6 miles the first cultivation is reached with two or three houses. Then for 3 miles the road is close to the stream, passing through patches of cultivation and nowhere very bad.

At 9 miles the Shitan Nala joins from the west. There is a small stream down it, crossed by a foot-bridge. Up the stream is a road to Harban.

Thence to Thur 2½ miles, cultivation almost continuous and road easy.

The stream is bridged immediately below and again above Thur. Both bridges similar to that near the mouth, but broader and more substantial and cattle cross them.

Above Thur the main road up the *nala* follows the right bank of the stream.

There is good ground for a small force to encamp on the left bank opposite the fort.

Supplies procurable from the village.

Route No. 23.

FROM GILGIT TO DAREL *viâ* THE CHONCHAR AND BARIGAH PASSES.

Authority and date.—DOUGLAS, AUGUST 1894.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	JUT	16	16	For the first four miles the main road up the Gilgit valley is followed, the path then turns up the right bank of the Kargah stream crossing the Naupur Nala. The whole of this

stage has been made practicable for laden mules.

At 6 miles there is a steep ascent and the path keeps for some way high up above the stream, descending again at 8 miles where it crosses the Shingaigah by a good bridge.

At 11 miles cross by a bridge practicable for animals to the left bank of the Kargah stream, and at 16 miles reach Jut.

Large open space with grass and willow jungle. Some Gujars' huts and cultivation on the hillside. Elevation 8,900′.

From Jut there is a track over the hills to the west into the Sharot Nala. Cattle can go by this.

2	RUNDADAR ...	9½	25½	From Jut the path keeps up the left bank of the stream. At 1 mile some fairly open ground called Shaimus, with two "harais."* At 2¼ miles Utalikai, some terraced ground

at the mouth of the *nala* of the same name, up which is a track to Gulappa. At 4 miles cross the Bulargah stream, up which are tracks to the Gulappa and Dalnati Nalas. At 5½ miles is the mouth of the Majne Nala. Large open space here between the streams, with grass and pine trees and a *harai* occupied by Gujars in summer. Up the Chiteli branch of the Majne stream is another road to Khanbari.

Path so far fairly good, above this it is along steep hillside and a good deal over shingle slopes. Though rough, it is quite practicable for laden animals. At 9½ miles reach Rundadar, at the junction of a small stream from the west, up which is a somewhat difficult foot-path into the Shatochao branch of the Singal Nala. A *harai* and open space to encamp, grass and wood plentiful. Elevation 11,900′.

3	KALI	10	35½	Path up easterly branch of stream, and very bad for the first 2½ miles. This part of the valley is much blocked with large boulders, beneath which the stream runs in many places and the

path crosses over them from side to side. At 2½ miles is Takorbas, a small open space, mostly marsh. Elevation 12,600′.

From Takorbas the path commences to ascend the hillside keeping away from the stream—this ascent is fairly steep in places up to 4½ miles, but over easy soil and grass. Then over nearly level grassy *maidan* for rather more than a mile to the foot of the Chonchar pass. The ascent from here to the top is about 600′, at first over grassy slopes and fairly easy, then for nearly half-a-mile over angular fragments of rock, steep, and bad.

Elevation of top 14,525′.

The stream which runs down from the top on the south side, is called Naronegah and joins the Kali stream and path from the Kali pass two miles below.

* "Harai" is a summer camping ground or settlement and is equivalent to the Persian word "ailak" common in Turkistan.

A. H. M.

ROUTE NO. 23—*concld.*

From Gilgit to Darel viâ *the Chonchar and Barigah passes.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

The descent is steep and difficult for the first mile, over rock and boulders, then easier over grass.

Kali is on the main stream 4 miles from top of pass. A lot of pine forest and several *harais*, occupied in summer.

4	BARIGAH ...	10	45½	The path goes up the Lota branch of the Khanbari stream to the Barigah pass. The pass is said to be much easier than the Chonchar, and the road fairly good. Barigah is a *harai*

below the pass on the Darel side. Thence to Yachhot about 3 miles.

Route No. 24.

FROM SINGAL TO KHANBARI *viâ* THE KALI PASS.

Authority and date.—DOUGLAS, AUGUST 1894.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	SARGAH ...	10½	10½	From Singal the road follows the main Gilgit-Chitral road for half-a-mile, when it crosses the Singal stream by a good bridge. Then up the left bank

in the stony bed of the stream, the bed here being from 100 to 150 yards wide.

At 3 miles some huts and cultivation called Kinei, at the mouth of a small side stream called Kinegah. Above this the path is bad, sometimes down in the bed of the stream and sometimes along the hillside, and in many places stony and rocky.

At 5½ miles the Palagah stream is crossed, a fair-sized stream in summer with a few fields at the mouth. No bridge but a few sticks thrown across. Elevation 7,600′.

Then road as before and bad in many places.

At 6¼ miles a large stream called Thapasgah joins from the east, path here chiefly along stony hillside with occasional ascents and descents. At 9¾ miles the mouth of the Mimgah stream is passed; there is a little cultivation at its mouth.

At 10½ miles reach mouth of Sargah stream. Very little open ground, but just room for a small tent and shelter under overhanging rocks. Wood abundant. Elevation 9,100′.

2	DUGO HARAI ...	11½	22	After crossing the Sargah stream, which is unbridged, there is a short steep ascent up a rocky spur and the road is very bad. It then descends again gradually, in several places over big

boulders. At 2½ miles the path again ascends the hillside to some height above the stream and is somewhat better. At 2¾ miles the Shatochao stream joins from the south-east, and the track to the Kali pass descends steeply and crosses the main stream just below the junction by a shaky foot-bridge at 3 miles. Then up right bank of Shatochao and very rough and stony for the next two miles.

ROUTE NO. 24—*concld.*

From Singal to Khanbari viâ *the Kali pass.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.

At 5 miles the mouth of a small stream called Kologah, a *harai* here and terraced ground above, called Hayate.

Above this the valley is more open and the path chiefly over grass and good.

At 7½ miles Kutume Harai (elevation 11,950′) below the mouth of a small stream called Kutumegah, up which is a path to the Dalnati Nala. Thence path good.

At 8½ miles Muse Harai and at 11½ reach Dugo Harai.

Open ground to encamp, grass and fuel.

3	KALI ...	10	32	A little above Dugo Harai, the stream divides into two branches. Straight up to the south is a foot-path to Khanbari, but it is all over boulders and the pass is difficult and little used. The

road to the Kali pass turns somewhat eastwards and after a short ascent reaches a large open grassy *maidan ;* there is fuel up to this. Elevation 13,200′. At a little under 3 miles cross to left bank of stream, good path over grass. At 4 miles reach the lower of two small lakes, between which the path again crosses to the right bank. The upper lake is nearly half-a-mile long and the path keeps above it ascending gradually over earth and stones to the top of the Kali pass which is reached at 6 miles. Elevation of top 14,250′. The descent on the south side is over boulders, steep and bad for ¾ of-a-mile then over grass and easier, joining the path from the Chonchar pass (Route No. 23) at 8 miles and reaching Kali at 10 miles.

Thence to Darel, *vide* Route No. 23.

Route No. 25.

FROM SINGAL TO DAREL *viâ* SINGAL NALA AND DODARI PASS.

Authority and date.—DOUGLAS, AUGUST 1894.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	SARGAH ...	10½	10½	*Vide* Route No. 24.
2	PATARE (mouth of Tatorigah.)	8	18½	For the first 3 miles this is the same as the second stage of Route No. 24, when instead of crossing the stream the path keeps straight on up the main branch, which is called Singalao,

descending gradually and reaching the bed of the stream at 4¾ miles opposite the mouth of the Kurguze stream, up the latter is a track to Khanbari. Above this the path is good, principally over grass. At 5½ miles some open ground called Ra Marg, where Khan Bahadur, grand-father of the present Raja Akbar Khan of Punial, is said to have been killed in battle with the Gilgitis. At 7 miles the valley opens out considerably and from 7 to 8 miles is almost level, with open ground on both sides of the stream. This is called Patare. Camp near a *harai* about ¾ of-a-mile below the mouth of Tatorigah, occupied by Darelis in summer. Grass and wood abundant. Elevation 11,900′.

ROUTE NO. 25—*concld.*

From Singal to Darel viâ *Singal Nala and Dodari pass.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
3	CHILA HARAI IN DAREL.	14	$32\frac{1}{2}$	Path up left bank of stream and easy. At $\frac{3}{4}$ of-a-mile pass mouth of Tatorigah, up this another path to Khanbari. At 3 miles a steepish ascent of half-a-mile, from the foot a difficult path

goes over the hill right into the Gulmitiao branch of the Batresgah. At $4\frac{1}{2}$ miles the foot of a lake called Poresar about 1 mile long and $\frac{1}{2}$ mile broad is reached, and the path goes along the western shore and is rough and stony.

At 5 miles the ascent to the Poresar Deh pass commences and the top is reached a mile further on. This ascent is over large angular fragments of rock impracticable for cattle and difficult for sheep. Elevation of top 14,750′. The descent on the Batres side is easier, over earth and stones descending about 700′ in a mile. At the foot is a large lake called Majasar, $1\frac{1}{2}$ miles long.

The path to the Dodari Gali keeps round the western shore of the lake, whence there is a very steep ascent to the top of the pass. The ascent is over rock, very difficult, and sheep and goats have to make a long detour towards the west. The top is about the same height as the Poresar Deh pass (14,750′). From the crest to Chila Harai is about 5 miles, and here the road from the Zhuni pass joins. The Dodari Gali is not much used and is impracticable for cattle. From the Majasar lake a good path goes across the head of the valley to the Zhuni pass (Route No. 26) which is more generally used. Another track to the east of the lake leads by an easy pass to Khanbari.

Route No. 26.

FROM GULMITI TO DAREL *viâ* THE GULMITI NALA AND PASS AND THE ZHUNI PASS.

Authority and date.—DOUGLAS, AUGUST 1894.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	HALISHAH ...	8	8	From Gulmiti by a rough stony path up the left bank of the stream for $\frac{3}{4}$ of-a-mile, where there is a short steep ascent. Above this the path is first across a rocky *pari*, and

then along stony hillside. At $2\frac{1}{2}$ miles cross to right bank by a bridge fit for unladen animals, path rough and stony. At $3\frac{1}{2}$ miles a small patch of cultivation called Chichamal and at $4\frac{1}{2}$ another called Shaimus. At 8 miles a stream called the Koegah is reached, at the mouth of which is a considerable patch of cultivation, with a few houses, called Halishah. Up the Koegah is a footpath into the Palagah branch of the Singal Nala and from opposite its mouth a track goes over the hills to Gakuch. The pass is called the Kani Gali and appeared to be about 12,500′. Grass and fuel obtainable at Halishah, and a few supplies in summer.

This stage is bad thoughout, through practicable for unladen cattle.

ROUTE NO. 26—*concld.*

From Gulmiti to Darel viâ *the Gulmiti Nala and pass and the Zhuni pass.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
2	CHUPE HARAI ..	$7\frac{1}{2}$	$15\frac{1}{2}$	Path along grassy hillside above the stream and rather better. At 1 mile a steep ascent of a quarter of-a-mile to Takai Harai in a ravine called Takaigah. At $1\frac{1}{2}$ miles room for a very small camp, in another side ravine above a *harai* called Shin. Elevation 11,500′. Path still keeps along the hillside and above this is frequently over boulders and bad. At $2\frac{1}{4}$ miles Bakur Harai and at $4\frac{1}{2}$ a small shallow lake half-a-mile long and $\frac{1}{4}$ broad. Below the lake the path crosses to the left bank. At the head of the lake is Saro Harai and at $5\frac{1}{2}$ miles a stream called Sukogah is crossed. Just above this is Dareli Harai and at $7\frac{1}{2}$ miles Chupe Harai opposite the mouth of the Gutumogah. Up the latter are difficult paths to both the Palagah and Sargah branches of the Singal Nala. Last two miles easy over grass. All the *harais* were deserted this year, but they are sometimes occupied by Darelis. Elevation of camp 13,000′. Grass and fuel abundant.
3	YAZHEI HARAI ...	$11\frac{1}{2}$	27	For $5\frac{1}{2}$ miles the path keeps up the left bank of the stream through open grassy valley and is good. It then turns south up a steep hillside to the top of the Gulmiti pass. This pass is a slight depression in the ridge, and the ascent is a little over 1,000′ in about a mile. It is all over large boulders, and though there is a sort of path made, it is very difficult for cattle. A little snow on the north side at the top in August, the remains of what must have been a formidable cornice earlier in the year. Elevation of top 15,350′. On the south side there is a rapid descent over boulders for the first mile and-a-half, when two small lakes are reached. Below this the ground is easier, earth and stones, and the descent though rapid, is not difficult. The path reaches the Gulmiti Ao, just above its junction, with the main Batres river at $9\frac{1}{2}$ miles, the total descent in the last 3 miles, being about 3,000′. Here it joins the route to the Suj Gali pass (Route No. 29) and follows it through open valley for two miles. Camp on right bank of the stream opposite Yazhei Harai. This *harai* and many others lower down were occupied by Darelis in August. Grass and fuel abundant. Elevation 12,500′.
4	CHILA HARAI IN DAREL.	14	41	From Yazhei Harai the easiest road to Darel is by the Suj Guli pass (Route No. 29). The road to the Zhuni pass keeps up the right bank of the stream over gentle grassy slopes. At $2\frac{1}{2}$ miles the mouth of Mayarnot Nala is passed, there is a difficult foot-path to Darel up it. At $5\frac{3}{4}$ miles the stream divides into two small branches, the easterly flowing from below the Dodari Gali 3 miles distant. (See Route No. 25). The path to the Zhuni pass keeps up to the right and at a little under 8 miles reaches the foot of the pass. Thence there is a very steep ascent of over 1,000′ to the top. Elevation about 15,000′ or a little over. There is a steep descent on the south side, but it is chiefly easy ground, and about 5 miles from the top Chila Harai is reached where the path from the Dodari Gali joins. Thence to Mankial is about 8 miles. The Zhuni pass is impracticable for cattle, though apparently it is only the steep stony descent on the Batres side that makes it so, and the Suj Gali is the easiest and most generally used route. The Zhuñi is sometimes called Batakun from some high ground on the Darel side, and is used a good deal by Darelis bringing over sheep and goats to graze in the Batres and Singal Nalas. From it there is a good path to the Poresar Deh pass (Route No. 25).

Route No. 27.

From Gupis to Darel *viâ* the Roshan Nala and pass.

Authority and date.—Douglas, June 1894.

No. of stage.	Names of stages.	Distances.		Remarks.
		Intermediate.	Total	
1	Darami Jut ...	$10\frac{1}{2}$	$10\frac{1}{2}$	From Gupis to Roshan is 4 miles of good made road. The path then turns up the left bank of the Roshan stream over stones in the bed for $\frac{3}{4}$ of-a-mile.

At $4\frac{3}{4}$ miles there is a fairly steep ascent and the path goes along the hill-side at some height above the stream. Though stony it is not difficult, and ponies can go. At $7\frac{1}{2}$ miles small stream with steep banks is crossed, there is a small patch of open ground with a *harai* at the mouth called Kinebala.

At $7\frac{3}{4}$ miles cross by ford to right bank, ford difficult in summer and impassable when the stream is in high flood.

Path then up right bank over fairly open ground which in many places has been terraced.

Open ground to camp at $10\frac{1}{2}$ miles at the junction of the Sukogah stream. Thick jungle, chiefly willow, on level ground between the two streams, this is known as Darami Jut. Wormwood for forage, no grass.

Elevation 9,300′.

No. of stage.	Names of stages.	Intermediate.	Total	Remarks.
2	Dareli Harai ...	8	$18\frac{1}{2}$	Leaving camp, cross Sukogah stream about half-a-mile above its mouth. No bridge, and ford difficult when stream is in flood. At $1\frac{1}{2}$ miles cross to left bank just above the mouth of

the Gilamus Nala by a shaky foot-bridge, animals must ford, which is difficult when the stream is high. A *harai* at the mouth of the Gilamus stream. After crossing, the path ascends the hillside for about half-a-mile and keeps up the left bank along a fairly steep grassy hillside with some very rough bits over boulders at the fans of ravines. At $5\frac{1}{2}$ miles Bakur Harai is passed in a small open patch of grass on the right bank. At 6 miles cross to the right over large boulders beneath which the stream runs. Then for two miles more up the right bank alternately over boulders and marshy grass land. At 8 miles Dareli Harai in an open grassy space about a mile long on the left bank of the stream. Plenty of room to camp on either bank. Grass and fuel plentiful. Elevation about 13,000′.

No. of stage.	Names of stages.	Intermediate.	Total	Remarks.
3	Mouth of Roshan Ao.	$8\frac{1}{2}$	27	From Dareli Harai to the top of the pass is about $4\frac{1}{2}$ miles. This was mostly under snow at the beginning of June, and the pass was then impracticable on account of a large overhang-

ing cornice. The height is probably a little over 15,000′ and the head of the valley and the pass itself appeared to be a mass of large boulders. On the Batres side there is a steep descent of about 3,000′ in 4 miles, down the Roshan Ao stream, and the road appears to be bad.

At the mouth of the stream the main road up the Batres valley is joined, thence to Tangir or Darel (*vide* Routes Nos. 29 and 30).

Route No. 28.

FROM GUPIS TO TANGIR AND DAREL *viâ* THE GULMITI NALA AND PASS.

Authority and date.—DOUGLAS, 1894.—*From native information.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	CAMP AT A HARAI IN GUPIS NALA.	12	12	Path up Gupis Nala and has been made for the first 4 miles. It is a fairly good footpath. Above this valley fairly open. At about 7 miles is a *harai* called Hamaran, from which a track goes over to the Harije branch of the Batres river. Camp at 12 miles by a *harai* occupied in summer by people from Gupis.
2	MOUTH OF GAFARE BODO.	7	19	About 3 miles from last camp to top of pass, ascent steep but not very difficult. The pass is high, it must be well over 15,000', and is practicable only late in the year and to men on foot. The descent on the south side is down the Gafare Bodo stream and is said to be very difficult and a good deal over rock. At the mouth of the Gafare Bodo the main road up the Batres valley is joined. Thence to Tangir or Darel by Routes Nos. 29 and 30.

Route No. 29.

FROM DAHIMAL TO DAREL *viâ* THE BATRES VALLEY AND SUJ GALI PASS.

Authority and date.—DOUGLAS, JUNE 1894.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	BALTI ...	$9\frac{1}{2}$	$9\frac{1}{2}$	See Route No. 30.
2	HARAI TWO MILES ABOVE ISHKIN NIKALOL ...	11	$20\frac{1}{2}$	See Route No. 30.
3	YAZHEI HARAI ...	13	$33\frac{1}{2}$	The Darel road keeps on up the right bank of the stream, crossing a small side stream $\frac{1}{4}$ mile from camp. For the first $1\frac{1}{2}$ miles the path is along hill-side and rather stony, above this the valley is more open and the path is good, passing several *harais* which are occupied by Darelis in summer. At $8\frac{1}{4}$ miles the mouth of the Mushazogo stream is passed on the opposite bank, up this is a track to Darel, the pass being close to the Suj Gali. At $9\frac{1}{4}$ miles is Roshan Ao Harai, a suitable intermediate halting place. At 10 miles the Roshan Ao stream flowing from the Roshan pass (see Route No. 27) is crossed, and at 11 miles the Gulmiti Ao joins. Up the latter is the road to Gulmiti (Route No. 26) and a track into the Sargah branch of the

ROUTE No. 29—*concld.*

From Dahimal to Darel viâ *the Batres valley and Suj Gali pass.*

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

Singal Nala. The path here turns more southwards, still keeping to the right bank of the stream. At 13 miles Yazhei Harai is reached on the left bank, the path crossing by an easy ford.

The whole of this stage is easy going. Juniper bushes for fuel and abundance of grass. Elevation 12,500′.

4	AT IN DAREL ...	9	$42\frac{1}{2}$	From Yazhei Harai the path is up the left bank, ascending gradually and turning southwards up the Suj Gali stream, which joins less than a mile above the *harai*. There is an ascent

of a little over 1,000′ in the first two miles. Above this the valley is very open with a small lake. It was all under snow on the 22nd June, but the snow in most places was only about a foot deep. From here the ascent is very slight and the road appeared good, mostly over grass and easy soil. At the head of the valley is a low ridge, about 100′ high, the top of which is reached at $4\frac{1}{2}$ miles. Elevation of top of pass 14,000′.

On the south side the Halawar Nala is seen far down below, running in an easterly direction from the watershed between Darel and Tangir. The descent at first is steep and bad, lower down it is said to be better.

At the foot of the descent is a place called Gutubo, and some 2 or 3 miles lower down is a grazing ground called At, which is the usual halting place.

5	MANKIAL ...	9	$51\frac{1}{2}$	Two or three miles below At is Yachhot at the head of the main valley. Thence to Mankial about 6 miles. Road said to be good.

Note on above route.

In summer, if the lower bridge is broken, it is necessary to keep to the right bank all the way. The first $5\frac{1}{2}$ miles above the mouth of the stream are very bad. For $1\frac{1}{2}$ miles above the ford the track is over rocky *pari* and impracticable for ponies, it is then better for $1\frac{1}{2}$ miles and very bad again for 2 miles along a steep hillside covered with boulders. At $6\frac{1}{2}$ miles from Dahimal the proper road is reached.

Route No. 30.

FROM DAHIMAL TO TANGIR *viâ* THE BATRES VALLEY AND SHEOBAT PASS.

Authority and date.—DOUGLAS, JUNE 1894.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
1	BALTI	$9\frac{1}{2}$	$9\frac{1}{2}$	From the camping ground opposite Dahimal, the Chitral road is followed for the first mile when the Batres stream is reached. There is a bridge across it practicable for laden animals,

ROUTE NO. 30—*contd.*

From Dahimal to Tangir viâ *the Batres valley and Sheobat pass.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
				and a ford in winter a few hundred yards higher up. The best road is that up the left bank of the stream. This is a fairly good track, practicable for ponies, passing through the cultivation of Lolti at 4 miles and Sika at 6 miles. At 6½ cross to right bank. There should be a bridge here and the site is good, but at present the bridge is broken. The stream is only fordable in winter. The path then keeps up the right bank for 3 miles and is fairly good. At 9½ miles good ground to encamp opposite Balti, a large patch of open cultivated ground at the mouth of the Baltigah stream. Five or six families of Saiads from Gupis live there. Up the southerly branch of the Baltigah is a difficult track to Tangir crossing the watershed close to the Gujarkoni pass. Elevation of camp 9,300′. Forage and fuel plentiful.
2	ISHKIN NIKALOL ...	9	18½	For the first 3 miles the road is good over open ground which has formerly been terraced and cultivated in many places. At 3 miles cross the Harije stream, up the right branch of which is a difficult track to the Gupis Nala. For the next two miles the path, though fair, is not so good as below. At 5½ miles Ushku Harai is reached at the mouth of the Ushku stream. Here the path ascends on to a low spur, the descent from which is rather rocky and bad for ponies. For the 8th and 9th miles the path is very rough and often over boulders. At a little under 9 miles another stream is crossed, and a quarter of-a-mile further on is a good place to encamp called Ishkin Nikalol. Grass and fuel abundant. Elevation 10,550′.
3	BABUR SHAH HARAI	7½	26	Road good crossing the Gafare Bodo stream at 1 mile, here the path from Gupis joins (Route No. 28). At 2 miles a *harai* down by the stream is reached, just above which the Tangir road crosses. There was a bridge here, but it is now broken; good site and could easily be mended, fordable in winter. At 2½ miles the mouth of the Chuni Batres stream is reached and the path turns up the left bank for half-a-mile and then crosses by a foot-bridge, animals must ford. At 4 miles the Kutroparao stream is crossed, up this a track to Tangir—Darel by a pass called Lohili Gali. The other branch is called Sheobat and between the streams is Kutroparao Harai. Path then up right bank of Sheobat stream and good. At 5½ miles cross to left bank where the stream runs under boulders. Then by a fairly good path over grass with occasional boulders to Babur Shah Harai reached at 7½ miles. The *harai* is generally occupied by Darelis in summer, grass abundant and bushes for fuel. Elevation 12,700′.
4	SATIL IN TANGIR ...	10	36	From Babur Shah good path through open grassy valley for a little over two miles. Here the stream divides, the easterly branch flowing from the pass. The path crosses just below the junction and in the next two miles ascends nearly 1,200′. It was under snow in the middle of June, but appeared to be over easy ground with a fairly regular gradient. At 3¾ miles a large plateau is reached, over which the road goes for another mile

ROUTE NO. 30—*concld.*

From Dahimal to Tangir viâ the Batres valley and Sheobat pass.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.

with a slight ascent. The crest is reached just under 5 miles from camp. Elevation 14,700′. The descent is steep at first over boulders, but said to be better lower on. About 2 miles from the top it reaches the Peh stream which flows in a westerly direction from the Darel-Tangir watershed. Following this Satil in the main Tangir valley is reached about 3 miles further on. Satil is a grazing ground, occupied by Gujars in summer. Plenty of grass there and thick pine forest.

5	KAMI ...	9	45	Down the Tangir stream. Said to be a good road.

NOTE.—This route though by far the best is only practicable if the two bridges are standing, or in winter when the stream is fordable. At other times it is necessary to go by the left bank all the way. As far as Balti there is only one bad place, a very bad *pari* about a mile below. This bit is difficult for laden coolies and can only be turned by going high up the hillside and into the Baltigah and descending by the latter stream. A detour of several miles.

Above Balti for five miles the road is very bad, along a steep stony hillside or over boulders close to the water's edge. Above this it is better, though not so good as the path on the right bank.

The stages given above may be varied almost at pleasure, as all up the valley are numerous places to encamp, and grass and fuel are almost everywhere procurable.

Route No. 31.

FROM CHASHI TO TANGIR *viâ* THE CHASHI NALA AND GUJAR-KONI PASS.

Authority and date.—DOUGLAS, JULY 1894.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	TAMUSHKI ...	9½	9½	The proper road from Chashi is by the left bank of the river, crossing just below Tamushki, but the bridge was swept away this summer and the road could not be used. It appeared to be

good throughout. At 1 mile it is along steep hillside but has been made, then for some way over level ground. At 3 miles another short bit of stony hillside, with a fairly good track across it. For the remainder of the way the stream is in a broad bed covered with jungle and the path is close down to the water level. At 9¼

Route No. 31—*concld.*

From Chashi to Tangir viâ *the Chashi Nala and Gujarkoni pass.*

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
				miles cross to right bank. The stream is unfordable in summer, and the bridge, though liable to be swept away, is usually repaired after the floods. At 9½ miles reach Tamushki. An open grassy space about 600 yards long and 150 to 200 yards wide, thick jungle by the edge of the stream. Elevation 9,700′. There is also a track along the right bank from Shamaran. For the first 8 miles this is very bad indeed, and a pony can only be led along it with great difficulty. Stony fans come right down to the water's edge, and the track is principally over boulders, sometimes ascending several hundred feet to avoid a rocky bit and sometimes close down by the water. The distance from Shamaran to Tamushki is 10½ miles, the last 2½ being fairly easy.
2	Piyushogosh Harai	16	25½	A quarter of-a-mile above Tamushki the stream divides into two large branches, one, called Nichar coming from the south-west, the other Anugol from an easterly direction. There is no road up the Nichar branch. The path is level to the mouth of the Anugol, it then ascends the hillside on the left bank and keeps along it to 2½ miles. This is the worst part of the stage and is very rough and stony in some places. Then to 4½ miles road a little better. At 4½ ascend to level ground above the stream; this has formerly been cultivated and is called Tarushki. At 5½ miles the stream down the Gahali Nala is crossed and for the next three miles the path is fairly good, though stony in places. Above this the valley is wider and road good. At 11 miles a *harai* is passed and at 13¾ is Hulumshai Harai. At 16 miles reach Piyushogosh; the stream here bends southwards and the *harai* is in open ground at the bend. Grass abundant, and juniper bushes for fuel. The tree growth ends 3 and 4 miles below this. Elevation 12,300′.
3	Barobas in Tangir	12	37½	Leaving camp, cross a fair sized stream from the south-east, then for 5 miles up right bank of main stream. Good path over grass, but marshy in a few places. The path then strikes up the hillside to the east with a very steep ascent of 700′ in the next half mile. At 5¾ miles a small lake, and the path continues to ascend, though less steeply, for a mile more when the top is reached, this is fairly level ground, but broken and stony. Ascent in last mile 650′. Elevation of top 14,700′. The pass is called Gujarkoni. Immediately below the crest on the south side is a small lake, and the path descends and goes along by it for a quarter of a mile, then down the stream. This descent is fairly easy at first, but appeared steep lower down. About 2 miles from the top the Gujarkoni Nala is reached, running northwards, and some 3 miles further on is the summer grazing ground of Barobas near the head of the *nala* of the same name. A little snow on the top of the pass at the end of July, but the road was clear.
4	Satíl	7	44½	Road down the Barobas Nala. At Satil the path from the Sheobat pass joins (see Route No. 30).

Route No. 32.

From Chashi to Kandia.

Authority and date.—Douglas, July 1894.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	Tamushki ...	9½	9½	See Route No. 31.
2	Piyushogosh Harai ...	16	25½	
3	Camp foot of pass ...	10	35½	This the same as the Tangir road for the first 5 miles, when instead of turning up the hillside it continues straight on up the valley over level grass and reaching the foot of the pass at 10 miles.
4	Gabrial in Kandia	...	...	Across the pass which appears to have no regular name. There is a steep ascent all under snow in the middle of July and a glacier on the top. The pass must be well over 15,000'. Ponies can be led over, but not till August. Thence down the Kandia valley to Gabrial.

Route No. 33.

From Ghazar to Ushu in the Swat Kohistan *viâ* the Shunji Gol and Dadarili pass.

Authority and date.—Douglas, July 1894.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	Bolo Hariru ...	13	13	From Ghazar the road goes for half-a-mile up the valley and then fords the Ghazar river which is here in several channels. The ford was nowhere more than 3' deep in July. Then across level, marshy ground reaching the village of Andarap at 2 miles. Passing through Andarap the path is among fields in low lying ground for three-quarters-of-a-mile and then strikes the Shunji or Andarap stream and keeps up the left bank; it is everywhere fairly good. After the 4th mile the stream is in a broad bed covered with jungle (chiefly willow) and the path is frequently through this, and in some places rather marshy. At 8¾ miles a lake about 600 yards long and the same breadth is reached, open level ground at both ends covered with grass and jungle. This is called Chat (a lake). Above this the path is rough and stony in some places, and in others goes through thick jungle, and in summer ponies have frequently to ford arms of the stream. At 11 miles an open grassy space called Shur, suitable for an encampment.

ROUTE NO. 33—*concld.*

From Ghazar to Ushu in the Swat Kohistan viâ *the Shunji Gol and Dadarili pass.*

At 13 miles Bolo Hariru, level ground covered with jungle in bed of stream, grass abundant. Elevation 11,150′. This stage, is practicable for laden animals throughout.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Total.	Remarks.
2	CHIKARELI ...	9½	22½	Path still up left bank of stream. For the first 1¼ miles through thick jungle fording several arms of the stream, then for half-a-mile over boulders and bad. Above this to 4 miles the path is in many places very rough. From 4 to 5½ miles the valley is open and road good. At 5½ miles Ambesh a large open grassy space at the junction of two branches of the stream. The branch from the south-east is called Bala, there is a difficult and little used footpath to Kandia up it; up the right hand branch, the Sharangbar, lies the road to Ushu. From Ambesh the first mile is through scrub willow with a marked ascent and crossing a small stream from the hills, path at first very rough, then a little better to 8 miles. At 9½ miles Chikareli, a small open space with only room for a small camp. The last 1½ miles all over boulders and very bad, along a small narrow lake between the 8th and 9th miles. Bushes for fuel and a little grass. Elevation 12,500′. Baggage ponies can go for the first 8 miles of this stage, but the last 2½ are very bad, and grass is scanty. They can go fairly easily to Ambesh.
3	TUKATUKI ...	16	38½	Above Chikareli the valley is a mass of boulders and the stream runs beneath them, appearing only in a string of small lakes. For the first 4 miles the path is all over large angular fragments of rock and very bad indeed. At 4 miles it enters a sort of basin surrounded by glaciers, the streams from which meet and form a small lake there. Ascent from camp to here 900′. The next half-mile is gradual, ascent over stones to the foot of the pass whence there is a very steep stony ascent of nearly 1,500′ in a little over half-a-mile. At 5½ miles the edge of a glacier is reached. Elevation about 15,000,′ and the path ascends steadily over it for another mile when it reaches the crest of the pass, a narrow gap in the hills. Elevation 15,500.′ This glacier was all under snow in July, but the crest of the pass was clear; the road is said to be dangerous later on on account of crevasses. From the top there is a short, very steep descent into a basin with a small glacier below which the path descends rapidly down the stream, which runs at first in a south-westerly direction. This descent is said to be all over boulders and very difficult. About 10 miles from the top of the pass is Tukatuki, a summer grazing ground. Cattle are taken over this pass, but it is very difficult, and many die on the way.
4	USHU ...	17	55½	A little below Tukatuki is Ambesh, where the road from Laspur by the Kachikani Nala joins, the path is described as bad, as far as this. At about 6 miles is Machiyangaz or Mahidand, a large summer grazing ground by a lake. (Probably that marked in the map as the Jaba lake. Jaba = grass or grazing ground). Thence to Ushu about 11 miles of fairly good road.

Route No. 34.

FROM SAR LASPAR TO TAL *viâ* THE LASPUR RIVER AND TAL OR SHIN PASS.

Authority and date.—DOUGLAS, JULY 1894.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	SARKI ...	14½	14½	After passing for half-a-mile through the fields of Laspur, the Ghochar stream, flowing from the Shandur pass, is forded and after another half-a-mile of stony path through fields level

ground is reached in the bed of the stream, and the path is good. At 2¼ miles the stony fan of the Mingah Nala, the stream down which is crossed at 2½, and at 3 miles Nalgah is reached, a patch of grass jungle by the stream. Room to camp here. Elevation 10,200′.

Then to 5½ miles the road is entirely over the débris of mud floods and bad. At 6½ the mouth of the Kachikani stream, up which is a footpath to Kandia; there is no bridge and the stream must be forded. From the ford a steep ascent of 800′ in about a mile, then a steep and stony descent, from the bottom of which the path goes along close to the water to 10 miles and is very bad.

At 10 miles a small open space with grass and trees called Nangodardiru. Room to camp. Elevation 11,350′. Below this path behind low hills and better, a small stream is crossed at 10½ and at 12 a *nala* called Shpurili joins on the left bank; there is a footpath up it and a pass at the head leading by the Reshun Gol to Balim in the Laspur valley. Above this path at first over level ground and fairly good, then bad and stony to 14½ where Sarki is reached a small open space at the foot of a large lake. Grass jungle and a spring. Elevation 12,200′.

2	GUKSHAI ...	7½	22	For nearly 2 miles the path is over stony slopes by the shore of the lake and bad, fording a small stream at 1¼ miles. Then through low lying ground at the head of the lake. Beside the main

stream, the Manial stream from the east flows in here and the ground is a net work of channels which have to be forded, the path finally emerging on the left bank at 4 miles at a small patch of jungle called Mutimu. All the fords are easy. Above this the stream is in a broad bed and the path keeps up the left bank over stones and shingle to 6 miles, when it ascends and descends again over a stony fan and then keeps up the bed of the stream again to Gukshai which is reached at 7½ miles. Gukshai is a small path of grass and bushes, the only one above Mutimu. Room only for a small camp. Elevation 12,750′.

3	BASBAT ...	11	33	Path still up left bank over stones for 1¼ miles, when the valley is blocked by a large glacier coming down a side *nala* from the south. The path ascends the hillside for ¼ of-a-mile,

then descends on to the glacier and goes across it for ¾ of a mile more (2¼). Leaving the glacier it goes a short way along the hillside and descends again to the bank of the stream by a small lake, path stony.

At 4½ miles another larger lake is reached with a small open space called Gharibshogh at the outlet, sometimes used as a halting place. The name of this lake is Zhugi and the path is along the shores of it to 6 miles, stony and bad. At 6½ miles a short ascent of 300′ over stones leads on to the edge of a glacier. This glacier is in a deep gap in the hills and is the top of the pass; the path continues to ascend gently for three-quarters of-a-mile (to 7½) then commences to descend. Elevation of top 14,300′. About ½ a mile below the crest is a small lake, whence a stream flows down at first nearly due south, then turning south-east some two miles below.

ROUTE NO. 34—*concld.*

From Sar Laspur to Tal viâ *the Laspur river and Tal or Shin pass.*

About 3⅓ miles from the top is a place to camp called Basbat.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
4	GUMASHAYAT ...	11	44	From Basbat the path is described as through forest on left bank of stream. At about 7 miles a summer grazing ground called Azgologh where the path from the Shishikuf valley joins. Camp about 4 miles further on at another grazing ground called Gumashayat.
5	TAL ...	15	59	Fairly good road. No cultivation till within 4 miles of Tal. Tal is a village of 1,000 houses. NOTE.—Altogether this is a bad road, the valley is nowhere open and the path is chiefly over stones or shingle slopes. Cattle are taken by this route, but it is quite impracticable for laden animals. The pass itself is distinctly easy, and there are no crevasses on the road on either of the glaciers. It was clear of snow by the end of July.

Route No. 35.

FROM GILGIT TO MASTUJ.

Authorities.—SANDBACH, BARROW, GILES.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
1	PILCHI ...	12	12	A good mule road now connects Gilgit with Gupis. On leaving Gilgit, pass for a couple of miles through orchards and cultivation by a good lane. At 2 miles pass Naupur a small village on a spur above the road. At 2½ miles cross the Kargah Nala, in summer by a bridge, in winter by a ford lower down. Pass Basin Bala and Pain, two small villages on either side of the Kargah Nala. At 7¾ miles, after passing through some waste fields, reach the small village of Hinzal, consisting of only two houses. Crossing the Hinzal "pari" by a low-level road, descend to a small *maidan*, and then rise on to a plateau some 500′ above the river: descending again, the road follows close along the river bank, until at 12 miles the camping ground at Pilchi is reached. Firewood is abundant: supplies have to be brought from Bargu, a village on left bank of the river, 1½ miles distant.
2	GULAPUR ...	9	21	Follow the bank of the river for 1 mile, and then the Bargu-Shirot "pari" commences. The road at first ascends, but at 2⅖ miles it comes down almost to the level of the river bank. From here a lower road following the old line is still practicable for coolies; the upper or horse road ascends to some 1,200′ above the river, and at 5 miles descends to the commencement of the cultivation of Shirot village by easy zigzags.

ROUTE NO. 35—*contd.*

From Gilgit to Mastuj.

No. of stage.	Names of stages.	Distances.		Remarks.
		Intermediate.	Total.	

At 6 miles pass the village of Shirot, a prosperous village of 40 houses. Cross the Shirot Nala, and at 7 miles pass the village and ruined fort of Shikaiot: then over a sloping plain until the village of Gulapur is reached at 9 miles: supplies plentiful. The camping ground is in a walled *bagh* belonging to the Raja of Punial.

3	GICH ...	8½	29½	The road runs over a level strip of cultivated ground, and at 1½ miles commences to wind along the cliffs opposite Cherkila, the chief place in Punial: at 2½ miles pass the large fort

and village of Cherkila, which is reached by a rope bridge of considerable span, and is held by a small garrison of Kashmir sepoys.

At 3½ miles pass the hamlet of Dalnati, consisting of 2 houses, and at 4 miles cross the Dalnati stream, in winter by fording anywhere; in summer by a bridge.

At 5 miles cross the Garsheli "pari" by an easy road: then, after descending to a small *maidan*, the road ascends a spur and winds along the hillsides.

At 7 miles pass Japok on the opposite bank (12 houses.)

At 8½ miles reach Gich, a village of 8 houses. There is no regular camping ground; supplies are scarce.

4	GAKUCH (7,170') ...	11½	41	On leaving Gich, the road crosses the Singal "pari," some of the ascents and descents being rather steep: at 1½ mile descend to the river bank and cross 2½ miles of cultivation. Singal is

a village with fort, surrounded by gardens. At 4 miles cross the Singal torrent. From here the road passes over level ground as far as Gulmati (7 miles), a village of 20 houses, opposite to which is the fort and village of Bubar of 30 houses. After crossing the Gulmati stream, the road follows the river (the ground on the opposite bank being almost continuously cultivated) until Gurjar (20 houses) on left bank is reached at 9 miles. Here there is a rope bridge in winter.

Shortly after this one road ascends several hundred feet to a plateau, and passing partly through cultivation reaches Gakuch at 11½ miles: whilst another road following the line of the river crosses the spur at the end of the plateau, and passing through half-a-mile of boulder stones reaches a camping ground for troops on the banks of the river below Gakuch at about the same distance.

Gakuch is a large village with a fort containing about 800 inhabitants. Water plentiful; supplies procurable. The surrounding hills are quite bare, but the immediate neighbourhood is cultivated: poplars grow in large numbers.

5	HUPAR ...	9	50	On leaving Gakuch village the road goes over stony undulating slopes. At 1½ miles it crosses a deep ravine, and at 2 miles passes the hamlet of Aish. At 2¾ miles the road leads down a deep

ravine and at 3½ miles reaches the river bank. Here it is joined by the road from the lower camping ground, which runs along the bank of the river for 2½ miles. The road now winds along some rocky cliffs above the river for 2½ miles.

At 6 miles it crosses a small *maidan*: at 7½ miles a torrent, and at 7¾ miles the Hupar "pari" begins: the road passes over this at a very easy gradient, and at 9 miles descends to the camping ground in open fields by the river. There is no village, the fields being cultivated by the people of Aish once in every two years. From the lower camp at Gakuch to Hupar is about 8 miles.

ROUTE NO. 35—*contd.*

From Gilgit to Mastuj.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	
6	ROSHAN (7,060′) ...	12	62	The road is fairly level throughout, running close alongside the river the whole way; but the path is rough on account of the débris and boulders it passes through.

At $7\frac{1}{2}$ miles the Suma "pari" is reached, the village being on the opposite bank. At 10 miles the hills on the right recede, and the road crosses a sloping stony plain. At 11 miles cross a stream in a deep ravine, and at 12 miles Roshan.

The village is surrounded by cultivation and fruit trees.

The fort is a picturesque pile of stones and boulders, built on a rock overhanging the river. A splendid supply of pure water from the stream just beyond the village. Road good throughout: the hills recede somewhat, and the road goes for the most part over gently sloping undulations.

No. of stage.	Names of stages.	Inter-mediate.	Total.	Remarks.
7	GUPIS ...	6	68	On leaving camp cross the stream by a ford, and pass through cultivated fields along the river bank. At 4 miles village of Darot (4 houses),

whence a road leads up the Gupis Nala to Darel, which is open in summer, but closed in winter. Near Darot is Gupis fort. At 5 miles Gupis, a village of 10 to 12 houses surrounded by fruit trees and cultivation. At 6 miles reach the *maidan*, called Thayar Last, at the junction of the Ghazar and Yasin rivers.

No. of stage.	Names of stages.	Inter-mediate.	Total.	Remarks.
8	JULJAS (opposite Dahimal).	13	81	At $1\frac{1}{2}$ miles pass Jandrot, and at $2\frac{1}{2}$ miles cross the Jandrot stream. For the next 2 miles the road rises gradually to about 1,200′ above the river,

regaining its bank by a descent of moderate difficulty. Thence passing over several low spurs, it fords the Gahoga or Khogah stream at about the 7th mile, and for a short distance beyond keeps close to the river bank. At about the 9th mile the real difficulties of the stage commence. For quite a mile the path is carried up and down ledges of rock, in some places excessively steep. The last 2 miles of the road are, though severe, less difficult. Descending again to the river bank, the road follows it for a short distance, and then ascends to a plateau, which is divided into two parts by the gorge of the Baltiret, or Battigah river, a stream of considerable size (not fordable), which is crossed by a very ricketty bridge, the approaches to which are of considerable difficulty. Finally leaving the plateau, the road descends by a very steep zigzag path to camp, which is situated in a meadow beside the river.

There is no village at Juljas. Dahimal, on the opposite bank, is perched on a high rocky mound. Forage plentiful at Juljas.

No. of stage.	Names of stages.	Inter-mediate.	Total.	Remarks.
9	PRINGAL, OR PINGAL (9,670′).	8	89	The road, after following the river bank for a few hundred yards, crosses a rocky spur, the descent from which is of some difficulty.

Returning to the river bank, it follows this for some distance, and then again leaving it ascends to a level plateau, across which it runs for more than half-a-mile. A short, but steep, descent leads from this plateau to the Kachun, a stream of some size, which is forded at about 3 miles from camp. The road then ascends about a thousand feet, and crosses a neck, the descent from which, and the next half mile of road, being very rough and severe. After crossing a small plain, much cut up by dry *nalas*, the path, at about the 5th mile, is carried over a very steep and difficult spur, and then returns to the river bank, which it follows

Route No. 35—*contd.*

From Gilgit to Mastuj.

No. of stage.	Names of stages.	Distances. Inter-mediate.	Distances. Total.	Remarks.
				for the remainder of the stage, the ground being fairly easy. At about a mile from the stage the Sosat, a stream of considerable size, is crossed by a foot-bridge. Baggage animals have to ford.
10	Chashi (9,800′) ...	11	100	This, in comparison with the preceding stages, is easy. After leaving camp, the road crosses the cultivated ground of the village, and then rises by a short steep ascent to gain a ledge on the cliff overhanging the river. This place, though somewhat dangerous, is not difficult, and the descent from it only moderately rough. The path then crosses a plain of some extent, covered with low brushwood, and is afterwards carried along the lower slopes of the valley at a small elevation above the river. About 2 miles from Pringal are some steep short ups and downs where mules have to be unladen; but as the soil here is easily excavated, a very little labour would suffice to remove this obstacle. A little beyond the 3rd mile the valley narrows considerably, and at this point named Darband, a tower and a low rubble wall have been erected, so as to completely close the pass. Beyond this point the valley gradually opens out, till at last its bottom forms a plain of considerable extent. At about the 7th mile the river divides into the Chashi, which turns to the south towards Tangir and the Ab-i-Hauz, a short branch which forms the outlet of the Pandar lake. At the same point a third considerable stream, the Bahushta, runs in from the northward. A little beyond this junction the road crosses the first-named branch by a *kadal* bridge, and is then carried along its left bank to the village. The camping ground is situated some distance beyond this, just below the Pandar lake. Camp marshy; a better one on fields, 400 yards short of it; large scattered village; much cultivation.
11	Ghazar (10,000′) ...	13	113	The road for the first 6 miles follows the shore of the Pandar lake, and afterwards the right bank of the Ghazar river as far as $9\frac{1}{2}$ miles, when it crosses the river by a *kadal* bridge and follows the left bank for the remainder of the stage. Throughout the road is easy, rising gradually, without particularly severe gradients. About a mile from camp the road forks, one branch keeping well up on the slopes of the valley, while the other follows closely the shores of the lake. The upper is the better path, but even the lower can be traversed throughout by laden animals without difficulty. A considerable stream, the Balkorti, is crossed at about the 6th mile. Camp in stony bed of river. Small village surrounded by cultivation, also a small fort on an eminence.
12	Shandur ...	20	133	Immediately after leaving camp, the road climbs a steep ascent of some 500′ or 600′. This and the following half-mile of road are somewhat rough, but quite traversable by laden animals. From this to the 15th mile the road is quite easy, for the most part across the level plains that here form the bottoms of the valleys, interrupted only by some easy slopes of moderate gradient. At about the 3rd mile a stream and village named Teru are passed, and $1\frac{1}{2}$ miles further on, a considerable stream, the Chukalwat, is crossed by a good bridge. In the course of the 9th mile the Chamarkand Nala opens out on the right hand, the stream, a large one, being fairly bridged. Shortly before coming to the bridge, the alternative route to Mastuj is seen branching off up the Chamarkand Nala. On looking up the *nala* which is a wide and open one, it is seen shortly to bifurcate, the Chamarkand pass being gained through the right hand branch, while that to the left,

ROUTE NO. 35—*concld.*

From Gilgit to Mastuj.

No. of stage.	Names of stages.	Distances.		Remarks.
		Inter-mediate.	Total.	

the Harchin Nala, merely leads to certain summer grazing grounds. At about the 15th mile the path, deserting the Ghazar valley, turns abruptly to the right up a steep but not difficult, ascent of 1,000′ to gain the Shandur valley, which it follows across a rolling plain as far as the shores of the Shandur lake, beside which the camping ground is situated. Beyond Teru no villages of any size are met with, but a suitable intermediate camping ground might be made in the plain about 1½ miles beyond the Chamarkand bridge, where water, wood, and grass are all plentiful. No village, only a summer pasture ground with a few shanties. Camping ground on bank of lake.

13	HARCHIN ...	11	144	The road, after following the northern shore of the lake for about 1 mile, crosses the level head of the valley for another ½ mile. Then, entering the the Woghtur Nala, for the next 3½

miles it descends rapidly, the gradient in places being very steep, but still practicable throughout for laden animals. At the end of this descent the Woghtur terminates in the Sar Laspur valley, the village of that name being situated at the junction. A *kadal* bridge here crosses the Sar Laspur river. The road, however, does not cross this, but turns to the right along the right bank of the river, keeping along the bank for about a mile, after which it crosses a long flat-topped spur from which it descends to the village of Brok. For the remaining 3 miles the path is carried across a level plain.

Opposite the camping ground at Harchin, on the other side of the river, is the village of Rahman, and through the valley behind it runs a short path leading to Chitral. This, however, is practicable only for men on foot. Harchin, a small village ; good, but small camping ground in an orchard.

14	MASTUJ (7,780′) ...	14½	158½	The road first follows the river across the level ground of the Harchin valley for half-a-mile. Here the river is crossed by a *kadal* bridge, baggage animals having to be unladen. For the

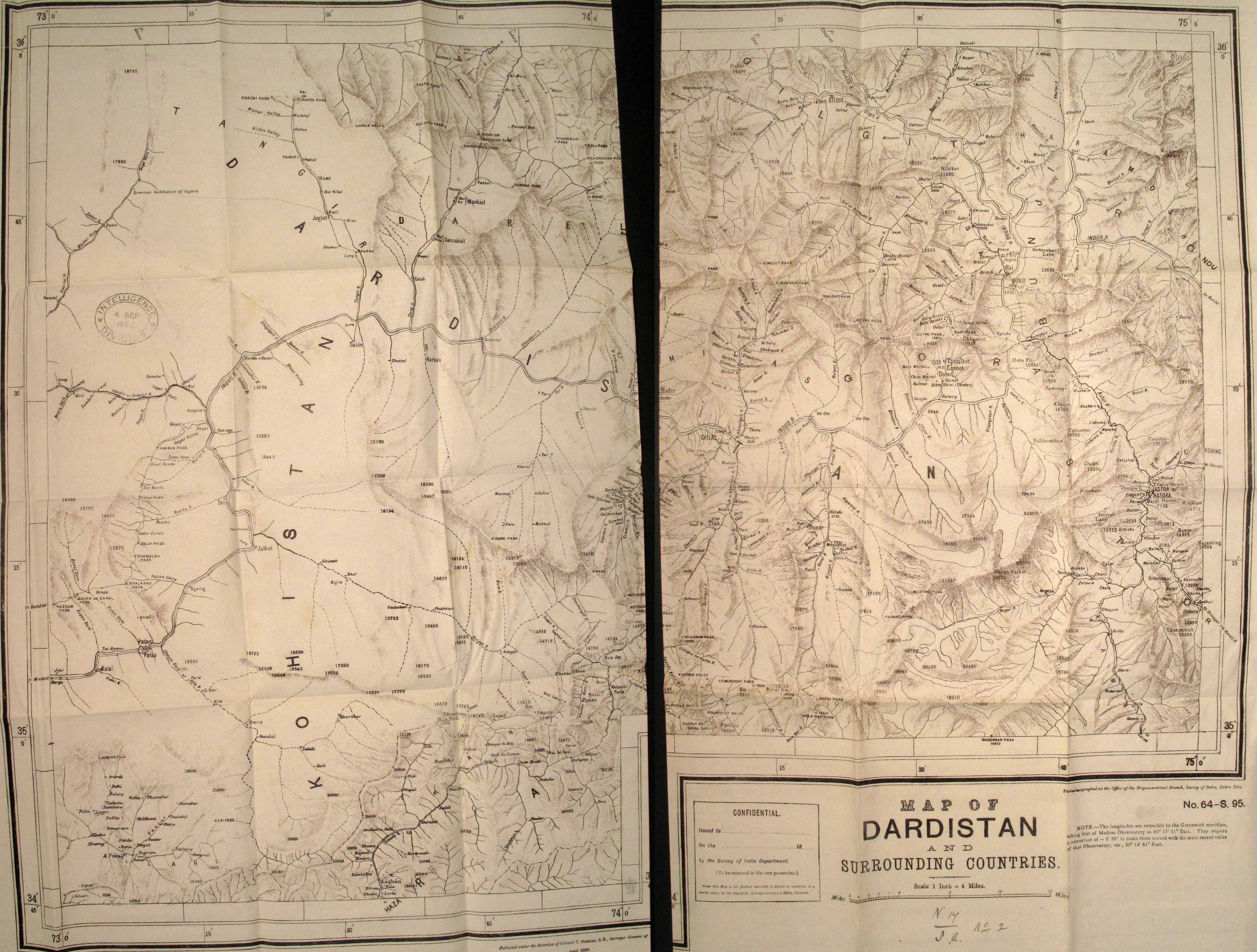
next 6½ miles it keeps high up on the slopes of the valley, which is here very broad. At the 4th mile the Shindal Nala is crossed, the zigzag descent into it being very steep, but not rough. The stream itself is small. A little further on a branch of the Ghashta Nala is crossed, the main stream being forded about 1½ miles further on. Just on the other side of the second is the village of that name. At the 7th mile a second *kadal* bridge takes the road again across the river, baggage animals having to be once more unloaded. Half-a-mile beyond this second bridge the Shaidas, a considerable stream is forded.

From this point the valley narrows rapidly, till at 9 miles the steep hillsides extend right down to the river. Here is situated a *darband*, or easily defensible defile. After this the valley again opens out, and at the 12th mile the village of Gramuli, watered by a small stream, the Kambad, is passed. Beyond this the road descends a long slope for another mile to the fort of Mastuj, which is situated at the junction of the Sar Laspur and Yarkhun rivers, though at some little distance from their banks. The camping ground is about 1¼ miles beyond the fort.

The route given above from Gupis to Mastuj is that described by Dr. Giles. Better stages would be the following, which are those made by the Chitral Mission on its return journey to Gilgit in November 1885 :—

Dahimal.	Langar.
Pingal.	Sar Laspur.
Chashi.	Rahman.
Ghazar.	Mastuj.

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